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AN ALL-TIME RECORD?

CENTRALISED DRAFTING

AS IT IS now three months since centralised drafting came into being and teething troubles have been overcome, it is hoped that an article on this subject may be of interest to many of those so closely affected by it.

Let us first consider what it was hoped to gain by doing away with the old system of Port Division Drafting and centralising the drafting of all ratings except those in the Naval Air Arm under one roof.

"Direct" and "Forward" Drafts

Firstly, and of great importance, disturbance to the rating himself will be reduced, and in time it will be possible to give far longer notice of drafts. This is achieved by what in drafting language is known as "direct" and "forward" drafting. In direct drafting a rating is drafted direct from one ship or establishment to another without having to pass through barracks with all the packing, travelling and joining routines which this entails. For example, if a rating in H.M.S. Osprey was drafted to a cruiser in the Far East station, in the old days he would have been drafted to R.N.B., Portsmouth, about five weeks before he was required, in order to be medically prepared and to be given his foreign service leave. Nowadays he would remain in Osprey until required for passage and his establishment would be responsible for preparing him and giving him his leave. He would then go direct from his establishment to the port or airfield from which he was due to take passage. The same principle applies to ratings returning from overseas. They proceed on foreign service or general service leave and, where possible, are drafted direct from leave to their next billet. This brings us to "forward" drafting which is the method used when direct drafting is

not possible. This is sometimes the case with ratings on foreign or general service leave. Let us consider a rating on general service leave expiring on July 10 and who is required for a gunnery course at Whale Island on July 27. Whale Island is strained to the limits to accommodate those who are already on course, so it is not possible to draft the rating direct to Whale Island from leave, as he could not be accommodated, so he will be forward drafted. In other words, his draft order will read: "R.N. Barracks, Portsmouth, on July 10, and for course at H.M.S. Excellent on July 27." He will thus know his future while he is still on leave and be able to make arrangements accordingly.

Volunteers

Secondly, all ratings now have a greater chance of getting the billets they want. When port division drafting was in force ratings were limited to billets in ships and establishments in any one command. Under centralised drafting this limit no longer exists and ratings may state their preference for any area. Quite obviously there can be no guarantee that they will in fact get the billet of their choice. There will always be plum jobs and the volunteers for such will always outnumber the billets and even the drafting authorities cannot draft four ratings to one billet. Conversely, there will always be some jobs that no one wants, but that have to be filled all the same.

(Continued on Page 2, Column 2)

PORTSMOUTH COMMAND FIELD GUN CREW SMASHES RECORD



The victorious team led by Lieut. P. Lucas, R.N.

THE PORTSMOUTH Command Field Gun Crew, winners of the three Field Gun Competition cups, were given a tumultuous welcome upon their ceremonial visit to the Royal Naval Barracks on Monday, June 24. With the three cups the team had so worthily won proudly displayed on the limber, the team, which, headed by the Bluejacket Band of the Royal Naval Barracks, had marched through the city, entered the Barracks. It seemed that every officer, man and woman in the Barracks was lined up across the parade ground and, as the victorious crew marched to the centre to be welcomed by the Commodore (Commodore J. Y. Thompson), the assembly gave them the welcome they so richly deserve.

In congratulating them upon their astonishing performance, the Commodore said that the Navy was exceedingly proud of men of such calibre.

This year's Field Gun Competition at the Royal Tournament at Earl's Court has resulted in an achievement which was thought to be impossible. In the 1953 competition, Devonport set up a record which it was thought would never be beaten—3 min. 21 4/5 sec. However, that record was smashed by Portsmouth, the Fleet Air Arm, and eventually by Devonport, whose run of 3 min. 17 sec. seemed to indicate that the Fastest Time Cup would go to the West Country. Friday's run by Portsmouth prevented that journey, and surely the crew's time of 3 min. 11 3/5 sec. will never be beaten? When it is considered how easy it is to incur penalties this new record is all the more astonishing.

Lieut. P. Lucas, the Portsmouth Command Field Gun Officer, said that the crew's success was due entirely to coolness, steadiness and determination. He also said: "We would like to take this opportunity before we all disperse after the year's most successful tournament, to thank all our supporters for the splendid encouragement they have given us during training at Whale Island and also at Earl's Court. The telegrams and cables we received from ships all over the world were a splendid reminder that we represented not only the Barracks and the schools here in Portsmouth, but also Portsmouth-manned ships wherever they might be. The three cups have now been handed over by us to the Royal Naval Barracks for safe custody—on permanent, not temporary, loan, we trust—for the first time in nine long years. 1957 has proved a remarkable year for field gunnery and one which will be long remembered. We trust that you will give the 1958 crew as much support as you have given us, resulting in equal success. Thank you."

(Continued on Page 3, Column 3)

Drafting Forecast

VOLUNTEERING. Ratings may volunteer for any of the ships, or for service on a particular station, or for specific forms of service (e.g. Local Foreign Service, or General Service). As drafting action is taken at least two months ahead, applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Sea Scout, September 6, at Portsmouth, for 5th Submarine Squadron, Portsmouth.
H.M.S. Turpin, September 9, at Portsmouth, for 2nd Submarine Squadron, Home Fleet.
H.M.S. Tiptoe, September 15, at Devonport, for 3rd Submarine Squadron, Rothesay.
H.M.S. Ambush, November 30, at Chatham, for 6th Submarine Squadron, Halifax, N.S.
H.M.S. Alderney, December 13, at Portsmouth, for 6th Submarine Squadron, N.S.

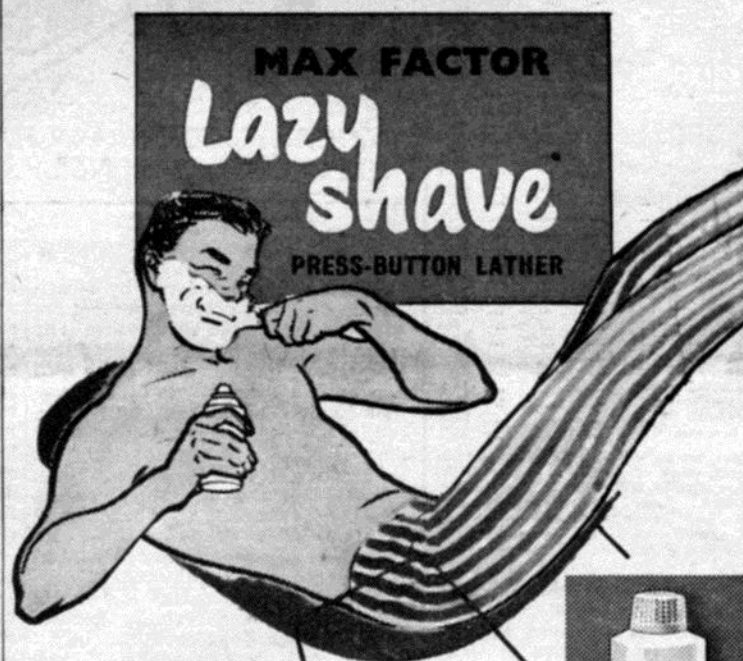
GENERAL

H.M.S. Owen, July, at Chatham, General Service Commission (Surveying Ship).
H.M.S. Cavalier, July, at Southampton, Foreign Service, Far East.
H.M.S. Troubridge, July, at Portsmouth, General Service Commission, Home/West Indies.
H.M.S. Loch Fyne, July, at Devonport, General Service Commission, Home/West Indies.
H.M.S. Alert, July, Foreign Service, Far East.
H.M.S. Protector, August, at Portsmouth, General Service Commission, Home/South Atlantic and South America.

H.M.S. Sheffield, August, at Chatham, General Service Commission, Home/Mediterranean.
H.M.S. St. Brides Bay, August, Foreign Service, Far East.
H.M.S. Duchess, August, at Portsmouth, General Service Commission, Home/Mediterranean.
H.M.S. Decoy, August, at Devonport, General Service Commission, Home/Mediterranean.
H.M.S. Diana, August, at Devonport, General Service Commission, Home/Mediterranean.
H.M.S. Diamond, August, at Chatham, General Service Commission, Home/Mediterranean.
H.M.S. Bigbury Bay, September, at Rosyth, General Service Commission, Home/South Atlantic and South America.
H.M.S. Bermuda will commission in October for General Service Commission Home/Mediterranean. Her U.K. Base Port will be Devonport.
H.M.S. Loch Killisport will commission in October for General Service Commission Home/East Indies. Her U.K. Base Port will be Portsmouth.
H.M.S. Concord, November, for Foreign Service, Far East Station.
H.M.S. Puma, November, at Devonport, for General Service Commission Home/South Atlantic and South America.

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Navy News

EDITOR

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O.B.E., F.R.G.S., R.N.
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EDITORIAL

THE NEW centralised drafting is the subject of our main feature article and we make no apology for its length, for of its importance there can be no doubt. The new system has now been operating for three months, and many of the teething troubles are being overcome.

A criticism of the centralised drafting has been the impersonality of the machine, and it must be stated that every modern method is used in the drafting offices at Haslemere. But despite all the mechanics, the personal touch has been maintained, and we are confident this new system will be accepted as efficient and fair. We commend the article to all our Naval readers.

We regret that the article on the visit of Ark Royal, Duchess and Diamond to Norfolk, Virginia was received too late for publication. The visit did much too for both Navies. In company with U.S. Saratoga H.M.S. Ark Royal carried out cross-operating trials, successfully handling seven types of aircraft carried by Saratoga. The harbour dues were all paid for by the U.S. Navy which reflected the wonderful hospitality our ships received throughout their stay in America.

Married Naval personnel will be glad to hear of the steps now being taken to speed up married hirings. Full details of the new scheme will be found in the article on page 5.

Once again the Navy has played a magnificent part in the Royal Tournament. As always, the Field Gun's Crew was the most popular item. We congratulate Portsmouth on winning all three cups, the Command Trophy (19 points), the Fastest Time (3 min. 11.3-5 sec.), and the Aggregate Time (43 min. 30 sec.). But let us not forget the "B" teams, without whose support these records would not have been possible.

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CENTRALISED DRAFTING:

(Continued from Page 1, Column 2)

Personal Touch Maintained

Economy in Manpower

Thirdly, through greater efficiency that can be obtained by drafting all ratings by one authority it is hoped to make a substantial economy in manpower. Not only will less staff be required, as only one authority is now concerned, as opposed to three, but by the institution of direct drafting ratings will be retained in their establishments as working hands until actually required for draft. This means that we can either commission additional ships or alternatively continue to do the same jobs as we are now with fewer men, which is of great importance when one considers the cuts to be imposed on all the Services.

Mechanisation

All this may sound very fine, but some of you may be inclined to ask why the greater part, if not all, of these benefits could not have been obtained under the old system. The answer can be largely given in one word, "mechanisation." It has been clear for some time that greater efficiency could be obtained in drafting if it could come under a single authority. The complication was that, if this had happened, the various rosters, which under the old system were hard to manage, would, when combined, become so large as to be virtually unmanageable by hand. This snag has been overcome by modifying certain machines made by a manufacturer of accounting machines, so that instead of dealing in pounds, shillings and pence they deal in Substantive Rates and Specialist Qualification, i.e., R.P.2s, F.C.1s, L.(M)Es, E.Ms., etc. These machines enable any roster required to be sorted, listed and produced rapidly and accurately whenever required.

Cards

Each man in the Service is represented by several cards. The two important cards employed in conjunction with the machines are called the Main File and Dual Purpose cards.

The two types of machine card are exactly similar in shape and size but differ in what is printed on them. They are each divided into 65 columns, and

all the information to the machines.

The Dual Purpose card is kept in the appropriate drafting section and every time a rating changes any of his drafting particulars the new information is coded up on this card, which is sent to the machine room. In the machine room the Dual Purpose card is used in conjunction with the machines to make a new up-to-date Main File and Dual Purpose card. It pulls out the old Main File card from its pack and inserts the new card.

There are several machines in the machine room, each one doing a particular job. They all interpret the cards by means of sensitive electric feelers "reading" the position of the punched holes. There is one which sorts the cards in numerical order—it may do it on official numbers or on a roster date, depending on how it is set up. Another will take a pile of cards in any order, sort them and place them in the correct order in another pile which is in roster date order; useful for a canasta game! Perhaps the most important one is the tabulator, which produces a visual interpretation of the information on the cards and types it on to a sheet, presenting information about a number of men in a compact form for use in the drafting sections. Thus a tabulation is made of all the men on the foreign service roster in roster date order and supplied to the drafting officers concerned. From this list they are able to pick the men needed for any particular service, writing on the tabulation the instructions regarding their movements. The tabulator also prints the draft orders from the Main File cards. The first rating to be drafted by the machine system was Ritchie P/M941254 R.E.M.1, who was given two months' notice of his next billet.

The tabulation is then sent to the Dual Purpose room of the section concerned and the Chief P.O. Writer and his staff find the Dual Purpose cards of the ratings who are due to be drafted and write the code numbers of their new ships and other relevant information in the appropriate spaces. The Dual Purpose cards are then sent to the machine room, where an attrac-

tions, e.g., if someone complains that he has spent the last five foreign commissions in the Mediterranean and has never been East of Suez, this can quickly be checked from the Central Index card.

So it will readily be apparent that, provided the N.D.A. is given accurate and timely information about each rating, this new system is far more foolproof than the old, while the clearer presentation of the rosters should enable drafting to be done well in advance. It is hoped to be able to give four months' warning of draft when things have settled down—although pierhead jumps will still occur when unexpected commitments arise or some "falls over" at the last moment.

exchange drafts, providing their respective ships or establishments agree, subject to the concurrence of the Naval drafting authority, if (a) they are on the same type of service, (b) they are of the same specialist qualification, (c) they are of the same substantive rate. Thus there would normally be no objection to a leading seaman R.P.2 on draft to a cruiser on the East Indies station requesting to exchange drafts with another leading seaman R.P.2 on draft to a destroyer in the Mediterranean, but there would be if one was a leading seaman R.P.2 and the other an able seaman or leading seaman O.W.3. Requests are often received for a rating on draft overseas to exchange drafts with another on draft to a shore establishment at



Direct Drafting, A.D. 2000 ?

Personal Touch Not Lost

It was realised that the personal touch which existed when drafting was done from or near the depots would be largely lost when centralised drafting came into being, and in order to retain this link as far as possible it was decided that a drafting liaison officer would remain in each port division. These officers are lieutenant-commanders who have experience of drafting, and they are assisted by chief writers who have also worked in one of the drafting offices. They will deal with any requests or queries on drafting matters, and although straightforward requests should be made in the normal course through divisional officers, anyone who has a request or a problem which he feels that he wishes to explain personally can arrange through his divisional officer to see the drafting liaison officer. The majority of queries have to be referred to the Naval drafting authority at Haslemere, so a direct answer cannot always be given.

Exchange of Ships

This might be an appropriate place to say a few words on two vexed subjects, volunteering for draft, and requesting to exchange drafts. Any man in the Navy can volunteer for anything, except to remain in Home Sea Service. He can volunteer for a ship, a ship on a station, a station, overseas anywhere, or for an establishment. In each case his card will be noted that he is a volunteer for whatever ship or service he has stated. He will not necessarily get his wish for several reasons. There might be more volunteers than required, or he may have volunteered for a ship or establishment in home waters when he is near the top of the roster for overseas service. Exchange of drafts is another subject that gives rise to many grievances. Normally two ratings may

home or to a ship in home waters. Now, although there is no reason why the rating at home should not go overseas, it is obviously unfair that the rating due overseas should be allowed to remain at home, so even if the rating at home is allowed to take the overseas draft the other rating will not get a home draft but will remain at the top of the overseas roster and will be drafted to the next overseas billet that comes up. So remember:

- If you want to go to a certain station, it is better to volunteer for that station rather than for any one ship on the station. If you volunteer for a ship and miss it, that's that; but if you volunteer for a station you may catch up with one of several ships.
- Ships' companies are being earmarked several months ahead in some cases, so the earlier you volunteer the more chance you have of getting what you want.
- If you don't get what you want don't rush to state a complaint; if there are ten volunteers for one billet, you are bound to get nine who are unfortunate. It all depends on:

- What you want.
- How many others also want it.
- How many vacant billets there are in that particular job or area.

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each column has 10 standard punching positions numbered 0 to 9.

The cards were designed by experienced drafting officers working in conjunction with the civilian firm. The columns of the card are arranged into groups or "fields," and each field represents a specific item of information essential to drafting, e.g., name, official number, rating, seniority, roster date, particular drafting preference, information regarding previous ship, present ship and next ship, courses, drafting preferences, etc. Altogether 34 separate items of information are recorded and some of these individual items are further sub-divided.

The great advantages of this system are speed and ineffaceability. Recording by punched holes is the fastest known method of recording information, and the punched hole can never be removed from the card. Probably the simplest application of the punch card technique is the bus ticket, which the conductor punches to mark the fare stage. The hole is made faster than a figure can be written and once made cannot be erased.

Machine Room

The Main File card never leaves the machine room, so the chance of one being lost and another "barrack stanchion" being born is very slight indeed. This is the card which supplies

civilian female staff punch the official number and the amendment—in this case the new ship, whether the rating is to be borne as part of the complement, or as a supernumerary, or as a supernumerary for training; the type of service, e.g., L.F.S. or port, and the date on which the rating is to be made available to leave his present billet—on to blank Main File and Dual Purpose cards. These cards are compared by a machine and if they agree the same machine will extract all the information which it is desired to retain from the old Main File card and reproduce it on to the two new cards.

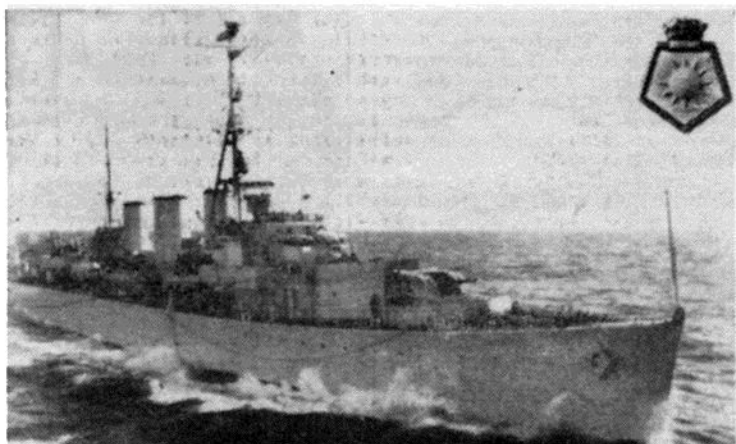
At a later date, when all the drafts have taken place, the old Main File cards are used again. This time a machine prints information of the man's whereabouts on the back of the old card and this is sent to the Mail Redirection Office which is responsible for the redirection of incorrectly addressed letters.

Central Index Card

One further card is maintained for each man—the Central Index card. This is a manuscript card and it contains a complete record of a man's career from the day he entered the Navy. It is kept for reference if more information is required than can be ascertained from the machine tabula-

SHIPS OF THE ROYAL NAVY

No. 22. H.M.S. APOLLO



BADGE: The sun in splendour gold on a blue field.

MOTTO: *Fortis et benignus* (Strong and kindly).

The present Apollo is the eighth vessel to bear that name.

The first Apollo, originally the French Apollon, taken by Lord Anson, served with the Royal Navy from 1747 to 1749, being wrecked off Madras.

The second Apollo was a fifth-rate of 679 tons and 32 guns, launched in 1763 as the Glory, and renamed Apollo in 1774. Broken up in Woolwich in 1786.

Then another fifth-rate of 994 tons and 38 guns followed, launched in 1794 and wrecked off the coast of Holland, 1799.

Next was also a fifth-rate of 956 tons and 36 guns, and launched in the River Thames in 1799, being lost off Portugal in 1804.

In 1805 another fifth-rate of 1,080 tons and 38 guns was launched at

Bursledon. Broken up at Portsmouth in 1856.

The sixth Apollo was launched at Chatham in 1891, and was a twin-screw cruiser of 3,400 tons and was sold in 1920 for breaking up.

The next Apollo was also a cruiser of 7,000 tons, and was launched at Devonport in 1934. Transferred to the Royal Australian Navy, she was renamed Hobart in 1938.

The present H.M.S. Apollo, a minelayer, and the fastest class of ship in the Royal Navy, was first commissioned on the Tyne on February 2, 1944.

After a quick work-up a series of minelaying operations were carried out off the French coast in preparation for the invasion. On June 7, 1944, she sailed for the invasion beaches with General Eisenhower and Admiral Ramsey on board and on arrival Field-Marshal Montgomery, Admiral Vian and other Force Commanders came on board.

During the autumn and winter of 1944 Apollo laid 7,035 defensive mines and at one time the rate of laying mines was so intensive that the mining depots were unable to meet the demand.

In June, 1945, she joined the British Pacific Fleet and as the Japanese surrendered soon after her arrival the mining deck was converted to take passengers and Apollo became a fast transport and was employed carrying men and stores on the "Tokio Express."

In May, 1946, the ship paid off into reserve, having steamed 45,000 miles in the last twelve months of her commission.

Apollo was again brought forward in 1951 and joined the 2nd Cruiser Squadron in the Home Fleet. Her first task was a full-speed dash to Jamaica with relief stores for the victims of the disastrous hurricane of August 17.

Since then she has had a varied and interesting career in the Home Fleet. She was the first H.M. ship to visit a Spanish port since the civil war, when she took the Flag Officer Gibraltar, Rear-Admiral H. P. Currey, O.B.E., to Cadiz in the spring of 1954. In November, 1954, Apollo became the operational flagship of the Commander-in-Chief, Home Fleet, and has since flown the flag of Admiral Sir Michael Denny and Admiral Sir John Eccles in many interesting European ports during their N.A.T.O. visits as C-in-C. EASTLANT. Apollo took Admiral Denny to Leningrad in October, 1955, and Admiral Eccles flew his flag in her when meeting Her Majesty at sea for the recent Royal visit to the Fleet at Invergordon. The present Commanding Officer, Capt. F. B. P. Brayne-Nicholls, D.S.C., Royal Navy, has been in command since January 2, 1956.

MOTORING NOTES

IN RECENT weeks there has been an increasing concern on the part of M.P.s. and the daily Press about the exorbitant rates of interest charged by the hire purchase finance companies. As a very large proportion of cars and motor-cycles owned by Naval personnel are bought on hire purchase a few notes on the subject may help some of you to get a fairer deal.

Hire Purchase

The first thing to be realised is that the question of H.P. or cash payment does not affect your bargaining power with a car or motor-cycle dealer. The vast majority of H.P. transactions are financed by independent finance companies who settle the dealer's account either on the spot or by return of post. Consequently it makes no difference to the dealer how you pay for the machine since he gets cash settlement either way. So far as the dealer is concerned all that happens is that instead of invoicing the machine to you he collects the legal one-third deposit from you and invoices the balance outstanding to the H.P. company, who become the owners of the machine until the hire purchase payments have been completed. There is of course a simple form to be completed and signed but it causes the dealer little inconvenience.

Interest Rates

The normal rate of interest charged varies from 8 per cent. for one year to 20 per cent. for two years. A very lucrative little racket, however, usually operates behind the scenes. Most of the larger dealers have an agreement with a finance company which pays them a substantial commission on each transaction, the commission obviously being paid for by you in the high rate of interest charged. Furthermore, if you should decide to pay off the balance owing before the normal expiration of the agreement you are entitled to a *pro rata* rebate of the interest charged on the actual balance outstanding at the time of settlement. It stands to reason that if the dealer has been paid a commission your rebate will be reduced by the amount he was paid, a matter of several pounds.

Do not be Mesmerised

Fortunately the remedy is quite simple provided you don't allow yourself to be mesmerised by the salesman. He will, of course, produce the H.P. documents with a flourish and proceed to fill them in for you while you are still trembling with fright at having given him the order for an expensive vehicle. Before he puts pen to paper just ask him a few questions, the name of the finance company he proposes to use, the rate of interest they charge, the actual amount of the charges, and the cost per month. Then leave him to stew in his own juice while you get quotations from elsewhere. The whole point is this—the H.P. deal is a personal one between yourself and the finance company who are prepared to buy the machine for you. It is not, therefore, at all necessary for you to accept the H.P. company offered by the dealer. There are in fact at least five H.P. companies in the Portsmouth area alone who are all prepared to outbid one another to get your business. In the case of a two-year agreement the 20 per cent. which will probably be quoted at first can quickly be knocked down to 15 per cent. in this way, whilst an equivalent reduction can also be obtained on a one-year agreement. The dealer will, of course, be deprived of his nice little commission but why should you worry about that?

Actually most salesmen are quite decent types who will put you on to alternative H.P. companies. In case of difficulty, however, I am quite prepared to assist and I am quite sure the NAVY NEWS Office will put you in touch with me without delay. This offer also applies to insurance, which also has its pitfalls.

A. E. MARSH.

(Continued from page 1, col. 3)

Final results were:

Inter-Command Cup: Portsmouth, 19; Fleet Air Arm, 17; Devonport, 16; Chatham, 15.

Fastest Time Cup: Portsmouth, 3 min. 11 3/5 sec.; Devonport, 3 min. 17 sec.; Fleet Air Arm, 3 min. 19 3/5 sec.; Chatham, 3 min. 48 2/5 sec.

Aggregate Time Cup (for 12 runs): Portsmouth, 43 min. 30 sec.; Fleet Air Arm, 45 min. 11 1/5 sec.; Devonport, 45 min. 53 2/5 sec.

THE THOMPSON CUP Highest Cooking Standard Encouraged

IN ORDER to provide some tangible reward for skill and to stimulate enthusiasm to attain a high professional standard, Commodore and Mrs. J. Y. Thompson have presented a cup to be awarded annually on January 1 to the cook (O) who passes his professional examination for leading cook (O) in the Cookery School, R.N. Barracks, Portsmouth, with the highest percentage of marks in the previous year. In the case of a tie the rating who obtains the highest marks in vegetable preparation will be awarded the cup.

As it will not always be convenient to award the cup personally, the winner will be informed through his Commanding Officer by the Commodore of his success, and be presented with a photograph of the cup and a suitable certificate.

The cup will be placed in a prominent position in the Cookery School

in R.N. Barracks, Portsmouth, and the names of the winners will be inscribed on a shield to be placed below it.

Commodore and Mrs. Thompson have taken a very great personal interest in improving the standard of cooking, and have given their encouragement by numerous personal visits to the School, other than on the occasions when Commodore Thompson has visited it in his official capacity.

It is felt that the possession of a certificate of merit will be of value to the ratings who are awarded it, particularly when leaving the Service to pursue a civilian career in the catering industry.

Cook (O) B. Mackenzie P/M 951106 who attained 82 per cent. in his professional examination has been awarded the cup for 1956.

VICTORY CAR CLUB

THE FIRST meeting of this club took the form of a skilled driving test held on the parade ground of the R.N. Barracks on October 9, 1956, and was so popular that it was decided to stage further events of this nature.

Unfortunately, friend Nasser rather puts a spoke in our wheels and petrol rationing spelt the doom of any gatherings involving the use of the precious fluid.

By the time rationing was ended a

number of supporters had left the R.N. Barracks and our sister establishment, the Duchess of Kent Barracks, but there were still sufficient interested parties left to promote another rally. At a meeting called to discuss details it was decided that a small committee consisting of the barrack master, Supt. Lieut.-Cdr. F. E. White, Cdr. (S) Clarke and Lieut.-Cdr. P. Brown should make all arrangements.

It was agreed that the event should again take the form of a skilled driving test to reawaken enthusiasm and to enlist the support of newcomers.

Accordingly, on Tuesday, June 4, after a dreary morning the sun made its appearance and at 3.30 p.m. the first competitor commenced his run.

Four tests were included in the programme, viz., the Dockyard Out-muster, Garaging, Wiggle-Wobble and Chip and Pop Tests. Points for the first three tests counted towards the first, second and third prizes, although it was necessary for competitors to enter all tests to be eligible. A special prize was awarded for the fourth test which was included to provide a lighter and more humorous note to the more serious tests of car handling and manoeuvring.

The entries were limited to twenty competitors and a wide range of cars, from pre-war family saloons to a stately Humber Hawk, made an appearance and were put through their paces.

Mrs. Thompson, the wife of the Commodore of the R.N. Barracks, who has always displayed great interest in this type of entertainment, graciously presented the prizes to Cdr. (S) Sterndale-Bennet (1st), C.P.O. Thompson (2nd) and Inst.-Lieut. Read (3rd), whilst the wooden spoon was won by Supt. Art. Durely and the fastest consumer of the chips and pop was Supt. Art. Abbott.

The meeting concluded at 5.30 p.m. and it was generally agreed that its success was sufficient to warrant another rally in the very near future.

Allied Forces in the Mediterranean are under the command of Admiral Sir Ralph Edwards, Commander-in-Chief of the British Mediterranean Fleet. Headquarters are at Malta and under his command Admiral Edwards has ships of the French, Italian, Turkish and Greek Navies. Although there is an American on the N.A.T.O. staff there are no American ships in the command. The American Sixth Fleet operates on its own orders from Washington.

SHIPS OF THE ROYAL NAVY

No. 22—H.M.S. Apollo

Please forward one postcard of H.M.S. Apollo as reproduced at the top of this page, for which I attach stamp value 2d. (Use block letters please.)

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WOMEN'S PAGE

A MISCELLANY MAINLY FOR THE LADIES

Out of Uniform

FRIENDLY WIVES

WE REGRET that it has been necessary this month to reduce the amount of space allocated to the R.N.F.U.S.W., but it is impossible to get a quart into a pint pot. From the accounts received it is obvious that the last weeks have been eventful for the various branches, and we are indeed sorry it has been necessary to curtail the reports.

NORTH END, PORTSMOUTH BRANCH

Visitors from other Branches attended our meeting on June 4, at which some of Mr. Cooper's models displayed some most excellent hats. We have had a "Bring and Buy Sale" in order to make money for the autumn Red

Cross Fair. An outing to Oxford took place on June 11. After lunch in Reading, the party travelled to Oxford, by river to Abingdon, where the coach was taken again for tea at Newbury, and so home.

SHEERNESS BRANCH

A contingent of 25 members from the Chatham Branch visited Sheerness in May. Summer outing was held on May 30, visiting Canterbury, Deal, Walmur Castle and Hythe.

H.M.S. VERNON BRANCH

We had our annual outing on June 4, and visited Wilton House and Wilton carpet factory. Lunch was taken in Winchester, and then, after a visit to the carpet factory where manufacturing processes of the various types of carpets were seen, we went to Wilton House, where fresh beauties can always be seen however often one visits the house.

At the annual general meeting on June 5, the new committee was elected. June 5 was Derby Day, and a small sweepstake was held in connection with the event. A "hats out of newspaper" competition was held.

The chairman, vice-chairman and 10 members attended the garden party given by the Southsea Branch on the lawn of the Royal Naval Barrack Wardroom.

Future events. The annual garden party will be held on the Wardroom lawn on Wednesday, July 10 (if weather is bad, the event will be held in the Vernon Cinema).

Sewing meetings will be held on July 17 and 24.

SOUTHSEA BRANCH

This Branch are most grateful to the Commodore and officers of the Royal Naval Barracks for their kindness in allowing us the use of the Wardroom garden for the annual garden party. It

was a very hot day, and the 300 members present were content to sit and have tea in this beautiful garden, and listen to the music provided by the Commander-in-Chief's band.

Guests included Lady Grantham (wife of the Commander-in-Chief), Mrs. Asquith-Leesom (Lady Mayoress), Dame Elizabeth Kelly, Chief Officer P. Cook, W.R.N.S., the chairmen and secretaries and several members of the other four local branches of the Friendly Wives.

After a most enjoyable tea, Dame Elizabeth Kelly and Lady Grantham judged the hat competition, and awarded prizes to Teresa Grant, Mrs. Baldwin and Mrs. Jones. Mrs. Park, Mrs. Beech and Mrs. C. M. Bull, winners of other competitions, were also presented with prizes.

The next meeting takes place on July 8 at 2.15 p.m. in the Victory Hut, Royal Naval Barracks.

Details of membership can be obtained from Mrs. Dore, 28 Grant Road, Farlington. Telephone: Cosham 78081.

HAVANT BRANCH

In the unavoidable absence of the chairman, Mrs. Chavasse, and the vice-chairman, Mrs. D. Hawton, the meeting on June 18 at St. Faith's Hall was opened by the hon. secretary, Mrs. Oakford.

In a letter, Mrs. Chavasse appealed for helpers for the crèche in the Dockyard on August Bank Holiday, during Navy Days. Volunteers for the next committee and for sewing and knitting to be done in preparation for the sales of work in October were asked for. Announcements were made concerning the programme for 1957-58, which includes entertainments, a Christmas party, a hat show, hairdressing demonstration, talks on frozen food and a police-woman's work, and a film to be presented by the Southdown Company. The high-light of the afternoon was an extremely informative talk given by Mr. Sturges. This gentleman has an incredible fund of information on Portsmouth, from the origins of district names, to the conditions obtaining in Old Portsmouth many years ago.

Third Officer Shelagh Harris, W.R.N.S., H.M.S. Victory. Blue silk grosgrain.

(Cost, including pattern, zip, etc., approximately 50s.)



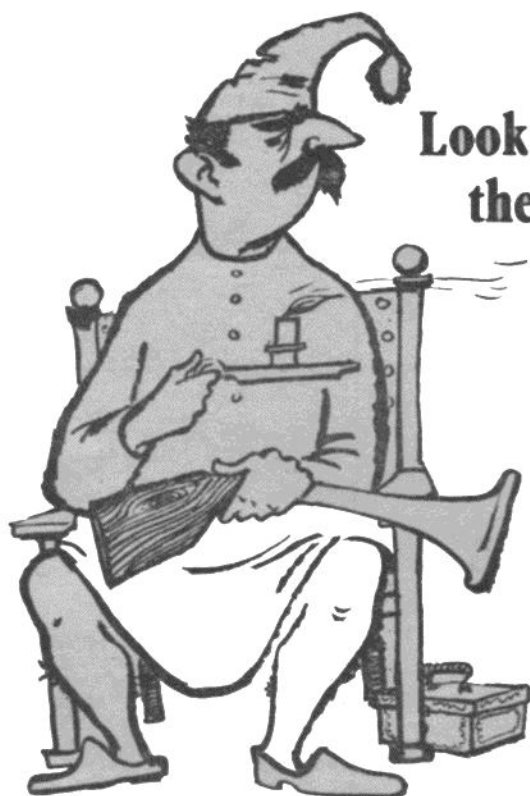
W.R.N.S. DEVONPORT

ON MAY 21 and 22, the Royal Naval Barracks, Devonport, were "At Home" for an exhibition by the Devonport Royal Tournament field gun team, followed by displays in which a group of sixteen Wrens officers and ratings took part.

A large audience warmly applauded the Wrens, who "swung" flags instead of the usual clubs. All the Wrens were volunteers who had less than a fortnight for rehearsals (in the "dogs'!!); they were trained by Third Officer Susan Nash and by a helpful

and enthusiastic P.T.I.

At the Queen's Birthday parade on Plymouth Hoe, Second Officer Elizabeth Farmer and the Wrens platoon of fifty had a special welcome from the vast crowd. Their bearing and marching were particularly praiseworthy under the very hot weather conditions. Included in this platoon was a course of W.R.N.V.R. ratings on their first continuous training; they acquitted themselves very well indeed and were obviously proud to be taking part on such an occasion.

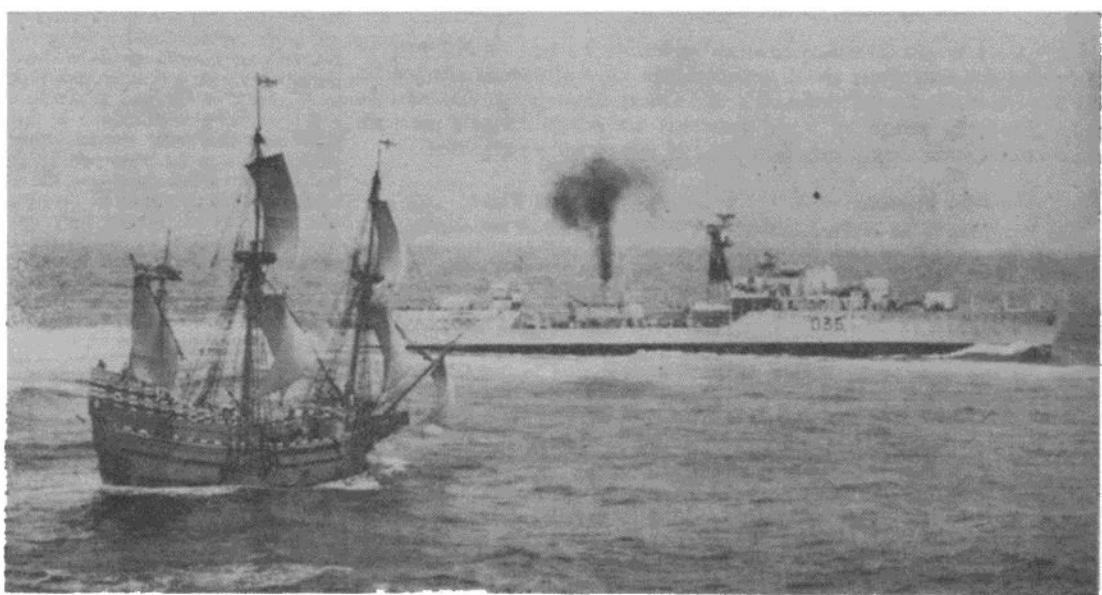


Look after the pennies

You can do it the hard way (and we shan't worry, though very likely you will). Or you can do it the way a lot of other people do it: you can put your money in the Midland Bank. That way, you'll have complete safety and freedom from worry; you'll have the benefit of a lot of helpful banking services; and you may well find you've got a kind of automatic savings box as well. It's all explained in two booklets, 'How to Open an Account' and 'Midland Bank Services for You', free from any branch of...

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HEAT WAVE STYLE

"SWIMMING TIME"

By Maree Collett

HAVE YOU bought your new swimsuit yet? The styles this year are so lovely that even if you've already got a swimsuit you'll find it difficult to resist Fantasie's newest and most exciting selection.

There are some of the most eye-catching costumes that will be seen on the beaches this year. And the range of colours include Fleet Blue, Hot Coral, Kingfisher, Green and Black.

For the smaller figure my choice is "Starlight Fantasie," a perfect dream, with a white-stitched hemline and bodice. Sizes 32 in.-36 in.

My favourite for the fuller figure is "Sea Fantasie." It has an enchanting apron-skirt with scalloped hemline and bolice. Sizes 34 in.-40 in. There are many more you can choose, but whatever your choice, you can't go wrong with prices ranging from 57s. 6d.



By the way, the happy girl in picture is pretty Susan Bea. Susan is now appearing in the hit "High Tide at Noon." Her eos A Fantastic, of course!

I'm sure the housewife will find that peeling vegetables is one of most hated chores. It takes a lot of valuable time, spoils your hands, happens regularly every day! Now, there is an answer to this miserable job.

Legumex is one of the latest for the kitchen. It peels all the tables for you in a flash.

You just pop the vegetables into Legumex pot, half fill with water, place cover and clips, insert handle turn gently. Only a jiffy and potatoes, carrots, parsnips and vegetables are peeled.

Legumex is available from the ing stores and hardware shops for 65s., not too much to pay for peeling and scraping a thing of past.

HER MAJESTY ATTENDS FLEET CONCERT



ON THE evening of Tuesday, May 28, a Fleet concert was held in H.M.S. Albion in the presence of Her Majesty The Queen and His Royal Highness The Duke of Edinburgh. The cast numbered 160 and an audience of over 1,000 officers and ratings attended this memorable occasion.

The task of co-ordinating the items, with a cast coming from several ships, was no easy one, and the producer, Inst.-Cdr. Britton, the Fleet Instruction Officer, was set a difficult task in selecting items.

We have received a very full and interesting account of the concert, but

pressure on our space precludes its inclusion. We know, however, that our readers will be as delighted as we are with this photograph of Her Majesty seated between the Commander-in-Chief, Home Fleet, Admiral Sir John Eccles, and Capt. R. M. Smeeton, commanding officer of H.M.S. Albion.

MARRIED QUARTERS

FURNISHED HIRINGS

THE MAIN item of news this month is the sudden lifting of the restrictions of the number of Admiralty furnished hirings.

Those officers and ratings whose names are on the roster for a married quarter and who are either occupying privately, or have found suitable accommodation, may make application through their Commanding Officers for it to be hired by the Admiralty. The original date of application for a married quarter should be stated as nearly as possible. This does not mean that everyone who wants one will automatically be granted a furnished hiring, as there are several conditions which must be observed.

On receipt of an application the Staff Married Quarters Officer must obtain drafting clearance from the Naval Drafting Authority; that is an assurance that the individual concerned is likely to remain in the Portsmouth area or in an entitled ship for at least a further six months after authorisation. Lists will be forwarded weekly to the Naval Drafting Authority, but it may take up to three weeks from the time of application to obtain clearance. Authorisation will be issued by the Staff Married Quarters Officer, but the number issued at any one time will depend on the ability of the Senior Surveyor of Lands to handle the addi-

tional work involved. Accommodation proposed must be within 15 miles of Portsmouth Castle, must not exceed an inclusive rent of £5 5s. per week, and must be worth the rent asked. Broadly speaking, the standard should not exceed that for which officers and ratings would be eligible under current married quarters scales.

For some months ratings at the top of the roster have been encouraged to find accommodation suitable for Admiralty hirings; the response, however, has not been very great. Now that anyone can apply, as indicated above, whatever their position on the roster, it is hoped that the result may be more favourable in spite of the delay in obtaining drafting clearance. It should be possible in this way for the rosters to be shortened and the waiting periods to be reduced.

HOME AIR COMMAND

Lee-on-Solent.—The new estate of 100 ratings' quarters at Rowner is nearing completion. Work on four officers' and a further twelve ratings' quarters should start shortly.

Lossiemouth.—Work is in hand on six of the twelve new officers' houses and forty-two of the 108 additional ratings' quarters. Completion in June, 1958, is expected. Search continues for sites for the balance.

Yeovilton.—Completion of fifty-eight of the eighty new ratings' quarters is expected in March, 1958. Contracts have yet to be placed for twenty more officers' houses and the balance of the ratings.

Culdrose.—Forty-eight new ratings' quarters are expected to complete in December, 1957. Work should start soon on eighteen officers' and a further twenty ratings' quarters.

Brawdy.—Local planning clearance for a further twenty-four ratings' quarters is awaited.

Furnished Hirings.—Suitable houses are generally difficult to find at many Naval Air Stations, owing to their locality; but significant numbers have been obtained at Culdrose, Ford, Lee-on-Solent and Yeovilton.

Waiting Time.—The time spent by ratings on the rosters, at each station is liable to fluctuate with the supply and demand. Currently waiting times are approximately as follows: Three months and under, H.M.S. Ariel, Brawdy, Lee-on-Solent; four to six months, Anthorn, Stretton; seven to twelve months, Abbotsinch, Arbroath, Bramcote, Culdrose, Eglington, Ford, Lossiemouth and Yeovilton.

BOOK REVIEWS

H.M.S. Fidelity. Marcel Jullian. (Souvenir Press, 18s.)

"THE REAL heroes are those who remain in such a ship." So said a courageous Secret Service agent, Capt. F. M. Basin, M.B.E., before being landed into Occupied France from the ship *Fidelity*.

Here, at last, is an authentic and revealing account of the men who sailed in this much-whispered-of ship. Above all, however, the book introduces one of the most extraordinary characters to have emerged from the last war—Peri Costa, alias Jack Langlais, R.N., the Commander of the *Fidelity*.

A twentieth-century counterpart of Capt. Bligh of the *Bounty*, Costa was capable of the most outrageous acts. He beat his crew with his fists and clamped malcontents into irons. He tried to plant a live bomb on Admiralty Officers. He hired a street-walker for his men. He raided other ships in harbour for ammunition and weapons.

Yet he was an excellent officer in many ways. When faced with a surfaced U-boat which he could have sunk easily whilst disguised as a neutral merchant ship, he resisted the temptation in order to carry out his

mission, he was a fierce patriot and in his refusal to hand over a new explosive to the enemy and in bringing it to this country, he rendered great and valuable service to Great Britain.

In some ways, even more strange was Madeline Guesclin, alias First Officer W.R.N.S. Barclay, his Secret Agent colleague and inseparable companion; diamond hard, utterly uninhibited; yet enchanting; an explosives expert who accomplished a brilliant mission in Las Palmas; the only woman ever to serve in a British fighting ship in wartime.

The story had been written by Marcel Jullian, a famous French writer, on the evidence supplied by Lieut.-Cdr. Pat O'Leary, G.C., D.S.O., R.N., and Lieut. George Archibald, R.N. O'Leary, Britain's most decorated Secret Service agent, and organiser of the "Pat" escape route was Costa's second-in-command and his confidant. They have supplied no facts outside their own unique experiences and all the material has been authenticated.

The appendices contain Admiralty records and statements as well as the sworn testimony of other members of the crew.

This is a book which will appeal

to all Naval readers and will be in great demand from all ships' libraries. W. J. E. T-P.

Yacht Club Burgees. Colin Stewart. (Adlard Coles, 10s. 6d.)

Hither to the chief means of identifying a yacht's burgee has been the Lloyd's Register of Yachts, an admirable but bulky and expensive annual whose list of burgees is by no means comprehensive. The little book under review provides coloured illustrations of the burgees of some 700 home and Commonwealth yacht and sailing clubs. It is well indexed and the colour scheme makes for ease of identification. There is also a chapter on flag etiquette—a subject not always thoroughly understood by Service yachtsmen.

This book will pull its weight in any yachtman's or sailing club's library.

Yacht and Dinghy Racing. Hugh Somerville. (Adlard Coles, 25s.)

Lieut. J. H. M. Somerville, D.S.C., R.N. (ret.), was invalided from the Service after an active career in submarines during the 1939-45 war. He became the racing correspondent of *The Yachtsman* and probably has more experience of racing in a variety

Have YOU a personal problem . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

MY WIFE and I wish to settle in Bristol when I leave the Service but neither of us are natives of the place. Does a Service man have to live or reside in a town other than his own home town for a given period before being eligible for a place on a housing roster?

Most councils require an applicant for a council house to have resided in the area for a minimum specified period before his application is considered. This period is usually something like six months, but varies in different localities.

The time that you would then require to wait before being allocated a house depends entirely on the housing situation in Bristol. It would depend also on such things as the job you propose to take in Bristol, the size of your family, and whether you or your wife have ever been natives of Bristol before.

I can only suggest that you write to the Housing Manager, Bristol Corporation, Bristol, to find out what your prospects are. A personal visit would be even better.

I am afraid that, as a rule, no preference is given to Service personnel by local councils.

Commutation of Pension

Can a man, on taking his pension, commute part of it for the following two reasons:—

(a) to pay off the mortgage on a house.

(b) to invest into a business? If so, how much can one expect to receive say for £1, and is there a scale laid down?

The regulations are laid down in the Appendix to the Navy List, pages 37 and 39 which you could see on application to your Captain's Office.

Briefly, the replies to your queries are as follows:—

(1) A Naval pensioner may com-

mute a portion of his pension, with Admiralty approval, provided he can show that commutation would be to his distinct and permanent advantage.

(2) Any portion of the pension in excess of 2s. a day can be commuted in this way.

(3) The scale of commutation is shown on page 39 of the Appendix to the Navy List, and gives the commutation for each £1 of yearly pension commuted, according to age.

The following example may be of interest: Chief Petty Officer aged 42. Eligible for a pension of 49s. per week. Maximum portion which may be commuted is 35s. (i.e. all in excess of 2s. a day).

The commutation scale allows £14.651 for each £1 of yearly pension commuted.

Yearly pension at 35s. a week=£91 91 x 14.651=1,334.241.

A capital sum, therefore, of some £1,334 5s. would be payable, after which the weekly pension would be 14s.

Ex-D.E.M.S. Personnel

In the May issue of NAVY NEWS, it was stated that no badge had been authorized for the Ex-D.E.M.S. ratings. We have since been informed that there is an association, the Birmingham and District or Naval D.E.M.S., whose Headquarters are Tindall Street Old Boy's Club, 462 Moseley Road, Birmingham, 12.

The badge is crossed guns with a star above, and the letter Q below, the whole surmounted by a Naval Crown.

The above association was founded in 1953, and use of the badge was authorised by Admiralty.

Interested Ex-D.E.M.S. personnel should get in touch with the Hon. Secretary of the association, Mr. A. Woodward, 563 Moseley Road, Birmingham, 12.

POLIO VACCINE

THERE HAS recently been much discussion in high places about the new polio vaccine. Some sections of the Press have made it appear that the Government has been slack in providing for the protection of our children. But the so-called popular Press like to make as big a sensation as possible of any medical discovery. How often does one read of new wonder drugs which "cure" rheumatism, tuberculosis, cancer, etc.? What the popular Press will not publish are the thousands of cases of disappointment which follow when it is found that the new remedy is not 100 per cent effective.

When the new polio vaccine was first prepared by Dr. Salk in the United States, the announcement was made a world-wide sensation by both the American and British Press. Some British M.P.s. were quick to accuse the Government of slackness in not making the Salk vaccine immediately

available to all British children. However, when an accident occurred in the U.S. laboratories and several hundred American children were infected as a result, these M.P.s. remained silent. This accident has proved the value of the British doctors' caution. We feel that we must be 100 per cent satisfied with each batch of vaccine before we inject it into our children. Ninety-nine per cent is not enough.

After repeated laboratory tests British scientists claim to be able to produce a tested vaccine which is 100 per cent safe. But it is not at present practicable to manufacture this in sufficient quantities to provide for the immediate immunisation of all young Britons between the ages of 5 and 35 (one should not forget that the severe paralytic forms of poliomyelitis are liable nowadays to occur more frequently in young adults than in infants).

Finally, we do not yet know whether the American or British vaccine will prove to be the ultimate answer. Time alone will tell.



REMEMBER ME?

I Promised to advise you on Life Assurance

Maybe you have a house on mortgage. If so you will need Life cover in the form of Mortgage Protection Policy. This will ensure the repayment of the loan in the event of your death.

A Mortgage Protection 'Plus' Policy will, in addition, provide a Cash Payment at the end of the chosen term. This type of policy is most flexible and can be adapted to meet your individual circumstances.

Write 'phone or call for advice on your own particular requirements.

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ALBION CINE GAZETTE

ALBION'S HANGAR is often pressed into use for purposes additional to its designed function, such as boxing competitions, official cocktail parties, and quite recently as a concert hall when Her Majesty The Queen was entertained by the Fleet Concert during her visit to the Home Fleet at Invergordon. But one day last month the hangar appeared in a new role, this time as a cinema, when the ship's company were able to invite friends and relations on board to see films produced by the "Albion Cine Gazette."

These films are taken on board and show all the important functions which have taken place since the beginning of the commission, together with sequences of the general life on board. Each film lasts about half an hour and both the films which have so far been made were shown on June 17. Many interesting flying sequences are included, as well as shots of deck hockey matches on board, football matches ashore and all visits by important people, including His Royal Highness The Duke of Gloucester's visit to the ship and his arrival by helicopter in March. The second film, which was completed only just in time for the showing, included sequences taken when Her Majesty The Queen was on board Albion at Invergordon in May.



Before the film show friends and relations had tea in the hangar while the younger visitors were entertained on the flight deck with swings, seesaws, Aunt Sallies and rides in an "aeroplane" which "flew" down a wire from the superstructure to the deck.

Expedition to the Western Isles

"SURE BY Tummel and Loch Rannoch and Lochaber" I will go... and it was indeed by the latter two that the King's Cross-Fort William night express bore 20 members of the Home Air Command on April 15 during the first stage of a 10-day expedition to the Western Isles.

The party had left London the previous evening in five sleeping berth compartments excitedly labelled "Naval Expedition—Reserved." It was something of a contrast to breakfast the following morning with the western shore of Loch Lomond passing close by as the train slowly wound from loch to loch, across the lonely Muir of Rannoch and through the Menassie Gorge towards Fort William. The last lap of the rail journey—from Fort William to Mallaig—is the finest of its kind in Great Britain. The views are incomparable. At Mallaig transfer was quickly effected to a waiting steamer which was soon under way across the Sound of Sleat. Half an hour's passage brought the vessel to Armadale in the southern extremity of Skye, where the expedition's bus was waiting.

Glen Brittle

The camp site was a stone-walled sheep-pen adjoining a barn in Glen Brittle at the foot of the Black Cuillins. Although rising only to just over 3,000 ft. these hills provide some of the best mountaineering in Europe. The object of the expedition was to introduce the pleasures of hill-walking and rock-climbing to those who had little or no experience of them before. To this end three or four parties set off after breakfast each morning—mountain walking or climbing according to inclination. Low cloud prevented an assault on the summits for



N.Air Millar, L.Air McL. Smith, Lieut. Churchill, L.Air Harrold and S.B.A. Coles on A'Ciach

the first few days but this gave time to see some of the many fine waterfalls which drop into deep gorges abounding with primroses and violets. As the weather cleared all the peaks within reach were scaled, and some exhilarating high level ridge walks completed.

Around the Island

One day was spent on a 125-mile bus tour of the island. This included a visit to Dunvegan Castle, traditional home of Clan MacLeod. Dame Flora MacLeod of MacLeod, Chief of the clan, herself took the party around the castle; she gave an especial welcome to one of her clanswomen, Wren Jeanette MacLeod.

At Staffin in the island's northern tip, the more energetic climbed up into the Quiraing—a collection of curious rock formations. After seeing Flora MacDonald's memorial, the party made for Portree where supper had been arranged.

Farewell to the Islanders

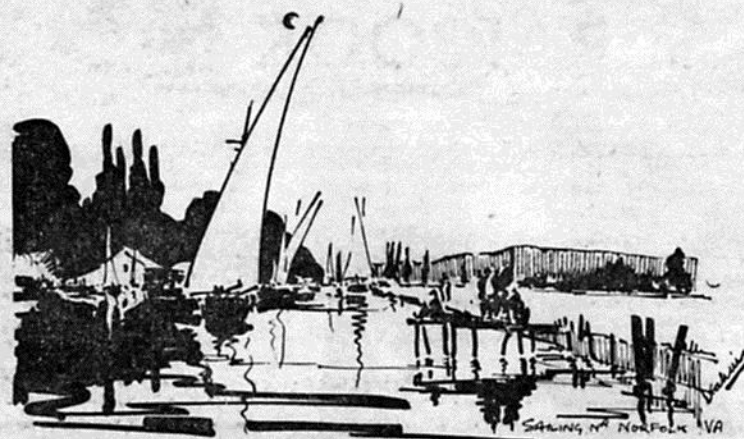
On the last evening the Navy was at home to the people of the Glen. About 10 grown-ups with as many children were plied with cocoa and roast potatoes around the camp fire. They were entertained with a wide range of songs with such lyrics as "She'll be climbing in the Cuillins when she comes." This memorable evening was concluded by the Naval element singing "For they are jolly good fellows"—and indeed they were.

As the steamer headed for the mainland the following morning there were few who left without the intention of returning again one day. The spell of the Hebrides is very real for those who have once smelt the "tangle of the Isles."

*Quote from the song "The Road to the Isles."

TRAMPS ABROAD

George R. Deakins



AS I write the newspapers are headlined with "Blueberry Pie," "Mayflower II," "H.M. Visit to the U.S.A." and of course the centre pages are filled with the usual trip of incoming film stars, crooners and trumpet blowers, and so for Tramps Abroad this month we'll skip across the "herring pond" for a change.

On July 4, when these ill written words are thundering through the mighty presses of the NAVY NEWS, all the States and territories of the United States of America will be celebrating Independence Day with a holiday. Celebrating that day 181 years ago when thirteen original states of the Union broke their colonial allegiance to Great Britain... July 4, 1776.

It was at Norfolk, Virginia, the largest of the U.S. Naval bases, that the flagship of the Home Fleet, H.M.S. Duke of York, called, accompanied by a destroyer, on her last commission before going into reserve.

We were welcomed with customary American hospitality, and in a very short time were sharing their homes. Parties and picnics were organised; cinemas and transport were placed at our disposal, and in return both ships were thrown open to the public; Pirates swarmed the decks, children whirled around the capstans and catapulted down the slides, filling themselves to the full with N.A.A.F.I. cream cakes and pusser's limejuice and returning to their homes with small faces and hands covered with the indelible stamp of the skull and crossbones from the Pirates' Cave.

An American football game was organised in an enormous stadium, complete with bands and short skirted, breath-taking cheerleaders. I sat disconsolately watching their scrappy game, a few seconds of full-blooded shoulder-padded action followed by ten minutes' discussion ere the players got

down to business again. "We call our game 'Rugby,'" I said to a gentleman who came to share my seat. "And when we play we have ambulances standing by!!!"

Little did I know that the said gentleman was of the Press, but next morning the whole of America learned that English Rugby was "some game." It was to me most satisfying in our exhibition rugby match on the following afternoon, that two of our players were carried away by ambulances with broken collar bones!!

In 1632, between two rivers, a small settlement sprang up and was called "Middle Plantation." In 1699 this small settlement had grown to become the capital of the Province and renamed Williamsburg in honour of William III, being chartered as a city in 1722. And it was here that in 1765 Patrick Henry presented his historic resolution and made his famous speech against the stamp act.

A project was under way in 1928 for restoring the entire colonial area of the city to its eighteenth-century aspect to which expense five million dollars was given by John D. Rockefeller, Jr. When complete the restored area will constitute a Colonial Museum a mile square.

How well I remember Williamsburg. Not for its antiquity (I personally feel that anything after the Great Fire of London is of recent vintage), but for the hair-raising bus ride from Norfolk and the beautiful steak which was ruined by being cooked between pineapple and banana.

It is a great country and a great people, and July 4 is a great day for them. I do feel however that had the cause and effect of that day never been, that we continued to share the same Sovereign, then the past two great wars could have been averted and our fears for the future peace of the world would be groundless.

H.M.S. Collingwood SPORTS DAY

JUNE 19 was the day. It was not the only wet day in the month, but it was most unfortunate that the 19th was one of the three to date. The weather forecasts of the evening before, and on the day itself, were that the rain would soon stop. Obviously someone was having us on because the rain only stopped for the last event and the prize-giving (after the fire-fighting and P.T. displays, and the ceremonial sunset and beating the retreat by the combined volunteer bands, had been cancelled).

There was little of the fun usually associated with such a day, but we did manage one or two laughs. There were the two Wrens taken with a fit of "giggles" during the Wrens' 100 yards race, who nevertheless finished the course and there was one unfortunate individual in the obstacle race. After the other competitors had run on, the pole under which competitors had to pass was lying "fair and square" across his tummy, and he could only wave arms and legs until rescued by some spectators.

Naturally, in the circumstances performances were not in the record-breaking class but there were some good individual achievements. Apprentice Batten, one of the New Zealand apprentices, took first place in both 100 yards and 220 yards. P.O.R.E.I. Ragg was second in the 440 yards hurdles and then won the 880 yards and the 3,000 metres steeplechase, the latter by a convincing margin from E.A.5 Purdy. Purdy had already won the 3-mile race, and

would have been strongly fancied for the 1 mile if the after effects of inoculations had not kept him out of the heats.

In the jumps C.R.E.A. Pancott won both long and high jumps (the high jump was decided on least faults, because both he and Inst.-Lieut. Warren jumped 5 ft. 6 in.). R.E.A.4 Gogery was a close second in the long jump—by 2½ in.—and won the hop, step and jump.

The Wardroom were well represented in the throws. Inst. Sub-Lieut. Ball took first place in the discus and javelin and was beaten into second place in the shot by Inst.-Lieut. Grindley.

The Inter-divisional Cup was won by Middleton (Apprentices) Division for the fourth year in succession, with 140 points. Another apprentices division (Bateson) was second with 122 points, and Wardroom took the cup for the best non-apprentice division with 84 points.

Prizes and trophies were presented by Mrs. Buckley, wife of Capt. K. R. Buckley, A.D.C., R.N., Captain of H.M.S. Collingwood, immediately after the last event (the tug-o-war final, won by Apprentices). Mrs. Buckley was then presented with a bouquet of flowers by Jennifer Goldsack, daughter of Sub-Lieut. (S.D.) (P.T.) A. D. Goldsack, our assistant P.T. officer.

We were very pleased to see spectators in spite of the rain and I think that they deserve our congratulations no less than the competitors.

A final word? Better luck next time!

Golden Jubilee Dinner

TO CELEBRATE the Golden Jubilee of the Stores Branch Benevolent Society, a formal dinner was held at the Masonic Hall, Lake Road, on Thursday, June 13. A company of seventy-five serving and non-serving members of the stores branch sat down to enjoy the dinner and entertainment.

The chairman, Mr. J. S. Spence, welcomed the guest of honour, Rear-Admiral R. A. Braine, C.B., and the other guests including: Capt. R. Williamson-Jones, R.N., Cdr. Shelbourn, R.N., Lieut.-Cdr. Troke, R.N., representing Chatham Division, Mr. Davies from the Royal Naval Sick Berth Association and Mr. Brannen

of the Royal Naval Writers Association.

The high-light of the evening was when Admiral Braine, on behalf of the society, made a presentation to Mr. James Dougall on his retirement as general secretary of the society after thirty-three years loyal and untiring service to the stores branch. Mr. Dougall, "Jimmy" to the countless people who know him, has been elected as the first president of the Stores Branch Benevolent Society.

The evening was enjoyed very much by all who were present and appreciation is extended to the chairman and his committee for organising this dinner.



Whatever your sport.....

whether it be athletics, swimming, cricket, tennis, association football, rugby football, hockey, boxing..... Naafi's Sports Branch is always on hand to supply the necessary equipment, clothing and footwear.

Naafi's sports representatives are available to give expert advice on every matter concerning sport and its organisation. Its Sports Shops can provide the best equipment made by the leading manufacturers, at prices which are always competitive.

A cordial invitation is extended to Commanding Officers and Sports Officers to visit the Naafi Sports Showrooms at Kennington Lane to see the wide range of sports clothes and equipment.

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91 KENNINGTON LANE,
LONDON, S.E.11.



NEPTUNE'S SCRAPBOOK



Capt. H. A. F. Talbot, D.S.O., R.N., will succeed Cdr. J. Y. Thompson as Commodore, R.N. Barracks, Portsmouth, on October 25.

Second Officer Douglas Wardrop, Second Mate of the British Monarch fell overboard from his ship at 4.30 a.m. His absence was not noticed until 8 a.m. The captain steamed back on his course and picked up his second mate at 1.30 p.m. The British Monarch as four days out from Panama on her way to Japan.

H.M.S. Bigbury Bay returned to Plymouth on June 19 after a year's service on the West Indies station. She will be replaced on the station by H.M.S. Ulster.

A Gannet aircraft of 824 Naval Air Squadron of H.M.S. Albion made an emergency landing at Lee-on-Solent on June 19. The plane, piloted by Lieut. Moorcraft, with Lieut. Bennett and L/Tel. Newman, had been diverted to Lee when it was discovered that one wheel of its undercarriage could not be lowered. Lieut. Moorcraft landed on one main wheel and the nose wheel. The damage to the plane was slight.

The Commander-in-Chief, Portsmouth, Admiral Sir Guy Grantham, in sending his congratulations to the Portsmouth Field Gun Crew in setting up a new record for the event at Earl's Court, referred to the new record as an astonishing one. It certainly is. One officer was heard to remark when he heard of the time "They must have wings."

A boarding party from the 2,400 ton frigate H.M.S. Loch Alvie arrested six men alleged to be leading a mutiny by the Chinese crew of the British tanker Gervase Sleigh. Loch Alvie (Cdr. W. I. Campbell) is part of the Persian Gulf Squadron. The tanker was anchored off the mouth of the River Shatt el Arab and the frigate was at Khorramshahr, Persia, when the radio call for assistance was received.

The Egyptian Navy has been reinforced by three submarines. The submarines—Russian—passed through the Channel during the month. The present Egyptian Naval strength is believed to include two Russian Skory-class destroyers, three ex-British frigates, eight submarines and eight minelayers.

Rear-Admiral Slattery has been given the job of making sure that Britain gets super tankers. At the moment there are only twelve tankers of more than 40,000 tons, but by 1965 it is expected that there will be at least 300.

Admiral of the Fleet Earl Mountbatten, President of the King George's Fund for Sailors was present at the annual Royal and Merchant Navies Ball run by the Fund. Each year some 25,000 cases of distress are relieved by the fund. In 1956 grants amounting to £240,000 were made. Since the fund was launched by King George V in 1917 over £6,000,000 has been distributed.

Anders Green Anderson, a Norwegian diver who developed nitrogen bubbles in the bloodstream, left the steel chamber in H.M.S. Adamant, the submarine depot ship, after being "decompressed" for forty hours.

H.M.S. Salisbury (Cdr. W. A. E. Hall, R.N.), 1,738 tons, first of the Salisbury class frigates, designed for direction of carrier-borne or shore-based aircraft, visited London during June for six days, being berthed at Battle Bridge Pier. The frigate was inspected by members of the Board of Admiralty and other officers and officials of the Admiralty and was open to the public.

The 12-metre yacht which is to be built as challenger for the America's Cup will be named Sceptre. A syndicate of Royal Yacht Squadron members is financing the challenge.

As part of the programme celebrating the 350th anniversary of the founding of the state of Virginia, a review of over 100 ships of eighteen nations began on June 12. The review was taken by Mr. Wilson, Secretary of Defence. The Royal Navy's Ark Royal, together with two Daring class destroyers, Duchess and Diamond attended the review.

In the Birthday Honours List the following awards were announced: G.C.B. (Mil.), Admiral Sir Charles Edward Lambie; K.C.B. (Mil.), Vice-Admirals G. Barnard, G. V. Gladstone; C.B. (Mil.), Rear-Admirals K. McN. Campbell-Walker, G. K. Collett, Sir John R. Coote, Surgeon Rear-Admiral D. Duncan, Rear-Admirals L. G. Durlacher, H. P. Koelle, J. B. Newson, Surgeon Rear-Admiral A. A. Pomfret, Rear-Admirals Sir John R. T. Tyrwhitt, W. J. W. Woods. Honours in recognition of services in the Suez Canal operations were: K.C.B., Vice-Admiral L. F. Durnford-Slater; K.B.E., Vice-Admiral Maxwell Richmond.

The first French ship to pass through the Suez Canal since the commencement of the Suez Canal crisis was the freighter Picardie, 4,665 tons. The tolls were paid in sterling.

Mr. Donald Campbell's speedboat Bluebird has been shipped to the United States and Mr. Campbell and his team have sailed to prepare for an attempt to break his own water speed record on Lake Canadana, near Rochester, New York. The present record is 225.63 m.p.h.

The submarine **Sidon**, 715 tons, which was sunk and later salvaged in 1955, has been submerged seven miles off Portland, Dorset, and will be used as a training target.

It is not generally known that H.M. Customs insist on taxing essential goods and badges as though they were luxuries. We now learn that the sailor's Blue Jean collar is not an essential article of clothing, but is purely for adornment and must, therefore, be classified as haberdashery and as such is taxed at 30 per cent.!! The apparent absurdity that the sailor's collar is not an essential article of clothing is emphasised when cravats, such as those worn in the hunting field or on sports grounds are not considered articles of adornment, and are, consequently, taxed at 5 per cent. We are glad to know that the Interport Naval Traders' Association is taking up this matter with H.M. Customs and Excise authorities.

"At Homes," when flying displays by Fleet Air Arm aircraft and exhibition of equipment are staged for visiting members of the public, will be held as follows at Royal Naval Air Stations this year: July 26, Culdrose (Cornwall); August 31, Lee-on-Solent (Hants); September 21, Abbotsinch (Paisley).

The City of Birmingham and District Royal Naval Association, whose headquarters are at the Crown Hotel, Hill Street, Birmingham, states that the headquarters are now open every Sunday from 12 noon until 2.0 p.m. for darts, etc., and serving men, as well as members, can be assured of a warm welcome. The Games Secretary is Shipmate George Dainty, 75 Cramlington Road, Great Barr, Birmingham, 22A, who will be pleased to arrange friendly contests with other ex-Service associations. Monthly meetings are held on the last Friday in every month at 7.45 p.m. Past and present serving men can obtain details from L. A. Reynolds, 86 Scribers Lane, Hall Green, Birmingham, 28. A concert is being held on Saturday, July 13 and an evening coach trip on July 19.

BURMA RE-UNION

First Sea Lord Attends

THE PROGRAMME for the Burma Reunion in the Royal Albert Hall opened with the organ playing music well known to all in the campaign. A procession of service standards was followed by those of twenty-nine branches of the Burma Star Association and the Plaques of India, Pakistan, Burma, U.S.A. and Nepal.

The band of the London Scottish proceeded the First Sea Lord and representatives of the Indian and Pakistani Services. Amongst guests of honour were four other flag officers, five generals, Air Chief Marshall the Earl of Borden and Mrs. L. St. John, who represented the Women's Auxiliary Service (Burma).

The First Sea Lord apologised for having missed many reunions. This had been due to his absence from the United Kingdom when they had taken place.

He spoke of visits to Commonwealth Navies and the happy welcomes he had received. He also mentioned very enthusiastic welcomes, which had

HOME FLEET SHIPS

H.M. ships will be visiting the places named below during July: **Maidstone**.—Belfast 13 to 17. **Apollo**.—Margate 11 to 17. **Folkestone** 18 to 23. **Superb**.—Bournemouth 18 to 23. **Jamaica and Reward**.—Sunderland 11 to 17. **Duchess**.—Brighton 19 to 24. **Diamond**.—London 22 to 25. **Agincourt and Alamein**.—Bangor 12 to 19. **Barrosa**.—Douglas 12 to 19. **Corunna**.—Ramsey 12 to 19. **Salisbury**.—St. Ives 18 to 21. **Ocean**.—Penzance 22 to 26.

been extended when he visited Burmese towns. He thought these reflected very favourably on those who had served in the campaign.

Many, who performed, had been in E.N.S.A. shows with them and were very popular. At the back of the stage were the words of the inscription on one of the war graves in Burma, it read: "When Ye Go Home Tell Them Of Us And Say For Your Tomorrow We Gave Our Today." All stood in silent tribute to them.

Their annual general meeting had been held in the Convocation Hall, which was used by the House of Lords when the Lords' chamber had been given up to the House of Commons after the latter had been bombed in 1940.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.



WRITE TO

Send this coupon

Please forward details of the Progressive Savings Scheme

Name

Address

Rating or Rank

Age next birthday

Small loss

During 1956 we incurred a loss over the year of £566. This figure is very small in comparison with the total turnover of the year's trading, £47,000, but its significance lies in the fact that it is coloured red and not black.

Cdr. E. J. Shelbourn, chairman of the Policy and Financial Committee gave the annual report and remarked on the balance sheet. He said that from the financial aspect the future is more important than the past as it was only at the end of November that the extensions to the club were finally completed and all cabins and facilities made available to the members.

He pointed out that there had been an increase in trade and in many aspects the revenue. But unfortunately an unavoidable increase in wages, had been mainly responsible for the net deficiency. He mentioned that £2,500 had been transferred to reserve to meet depreciation, etc. Cdr. Shelbourn finally referred to this year's trading and stated that so far this was entirely satisfactory.

In reply to the vote of thanks proposed by P.O.Tel. R. R. Rodgers and

seconded by Commodore J. Y. Thompson, the Commander-in-Chief thanked all those present for their attendance and particularly P.O.Tel. Rodgers and Commodore Thompson for their generous remarks. He expressed his pleasure at seeing the club had been completed and stated it was now a magnificent building which deserved full support. He hoped that the members would not fail to encourage their messmates to pay a visit and see the amenities and all that was offered. The Commander-in-Chief concluded by saying how delighted he was to have taken part in such a worthwhile occasion and that his real interest in life was that all who serve in the wonderful service of the Royal Navy should be happy and contented and make use of all the things that are provided for their comfort and pleasure.

R.N. Shipwright Artificers Ass'n

ON SUNDAY, June 9, the Portsmouth and Chatham branches of the Shipwrights Association met at cricket for the annual trophy.

By kind permission of Capt. J. O. C. Hayes, O.B.E., R.N., the match was played on H.M.S. St. Vincent's ground and the facilities of the establishment were also made available. Lunch for the Chatham party was provided in the canteen and tea for the teams and spectators was arranged on the ground.

The rain which fell during the last two hours of the game did not dampen the spirits of the company present. The rain was an asset to Chief Supt. Brushwood who took 7 Chatham wickets for 13 runs to help his team win by 42 runs. The scores were Portsmouth 79 (Thomson 42), Chatham 37 (Tyler 15).

At the conclusion of the match the president of the Chatham branch, Supt. Lieut.-Cdr. Ruffel, R.N., presented the trophy to the Portsmouth captain, Chief Supt. Norman.

During the afternoon, the children were entertained at races and games by Chief Supt. Arnold, who was kept busy presenting prizes of chocolate and sweets to the eager winners.

A pleasant day was concluded with a trip to Rowlands Castle, followed by a social evening at one of the "Locals" there. On their departure Chatham invited Portsmouth to play a friendly match at Chatham, late in July, which was gladly accepted.



COMMAND NEWS

NEW LOOK FOR H.M.S. DOLPHIN

ON FRIDAY, June 28, the Commander-in-Chief, Portsmouth, accompanied by Lady Grantham, opened the new accommodation blocks built at H.M.S. Dolphin, Gosport, the headquarters of the Submarine Branch of the Royal Navy.

The need for these new accommodation blocks has arisen as a result of the new habitability requirements of the Royal Navy. The quarters that used to be occupied by Chief Petty Officers and Petty Officers are now being modernised to accommodate the junior Ratings whose present accommodation is also being modernised.

These fine new buildings consisting of four cabin blocks and one amenities block command the finest aspect in the Portsmouth Area. They are along the sea wall road between Fort Blockhouse and the Royal Naval Hospital, Haslar, giving an uninterrupted view across the Solent.

Two hundred and eighty-six Chief Petty Officers and Petty Officers can be accommodated. Each man has his own single cabin, which is decorated in two pastel colours. No two cabins in the same part of a block are similarly painted. Except for the bedstead, all cabin furniture has been specially designed and built in. The furnishings and fittings are a hand basin with running hot and cold water, a toilet cabinet, linen closet, and plug for an electric razor; a writing desk, bookshelf, bedside lamp; a built-in wardrobe and compendium of more than adequate size; large window area and a central heating radiator. There are bathrooms, showers, lavatories, and drying-rooms in sufficient quantity to avoid crowding.

The central amenities block provides for both Chief Petty Officers and Petty Officers but they have their own rooms and live separately. This block consists of a large and superbly equipped galley, containing all electric and most up-to-date cooking devices; dining-rooms with tables for four persons; billiard rooms; card rooms; guest rooms; wash rooms; and offices.

The two bar rooms are separated by a sliding partition, and lead out on to a spacious veranda. Throughout, the furniture and furnishings are of the best quality, giving bright and attractive rooms and great comfort.

All Chief Petty Officers or Petty Officers live together regardless of their specialist qualifications, giving the modern outlook in modern surroundings.

This accommodation was designed by the Civil Engineer-in-Chief, Admiralty, and built under contract by Wilson Lovatt & Co. Ltd.

FOURTH S/M SQUADRON

They call us Pommies

A LETTER arrived on board last week addressed to "The Flag Officer, H.M.A.S. Thorough."

We have, in our time, flown some very distinguished flags in submarines of the Fourth Squadron, but this was not to be that sort of occasion. The particular Government department responsible for the error may be excused in their belief that the submarines are a part of the Royal Australian Navy.

The 4th Submarine Squadron first had the honour to visit Sydney in November, 1949, and the honour is still ours, for our base is at the Balmoral Naval Depot on the north side of the finest harbour in the world. Built into the side of Middle Head, H.M.A.S. Penguin, as the Naval depot is named, acts as the barracks for the R.A.N. in Sydney; in these superb modern buildings live the base staff and ships' companies of the 4th Squadron submarines. From the balcony of the messdecks the crews can see the boats lying alongside the jetty at the foot of the hill, but they don't often get this pleasure as the "parish" covers a vast area.

In April, 1956, the Squadron were last together when Aurochs, Telemachus and Thorough met and celebrated the occasion in Singapore; their movements afterwards gave a good idea of the size of this "parish." Aurochs, having refitted, worked her way via Bangkok and Hong Kong to Sydney; Telemachus carried out a six weeks' oceanographical survey, calling at Wellington, Tonga and Suva before returning to base, whilst Thorough met the Squadron requirements from the Great Barrier Reef to New Zealand.

To satisfy our employers, Commander (Submarines) must fly to the limits of the station to plan the programme well in advance; both he and his staff are more familiar with the inside of a Constellation than a submarine. These long distances mean a lot of sea-time for the boats and consequently long periods of detached service during which we learn to live without depot ship assistance. It is by no means unusual for one of the Squadron to include in her detached service areas in which the rig varies from that worn in Sydney. Telemachus, with two scientists on board, moved from whites to blues and back again in her oceanographical survey and managed, with signal success, to meet a full and unusual social programme which included a Royal reception for Her Majesty Queen Salote.

Cold Beer and Warm Beaches

The new arrival to the Australian Squadron misses the local pub as much as anything, but he quickly fits into the pattern of life with cold beer of considerable potency and a climate which keeps him out of doors. Adjoining Balmoral Naval Depot is a typical harbour beach, 1,500 yards of glorious warm sand which boasts two enclosed areas for swimming without the company of sharks. These monsters are present at all seasons inside the harbour, they also invade the numerous ocean beaches which, so near to the Sydneysider, offer free the most exciting surfing in the world. We have learned to share the Australians' respect for the shark, although relatively few casualties are reported nowadays; the volunteer organisation of life-savers on every ocean beach not only rescues the overbold from the surf but also gives early warning of the approach of a shark.

Holdens and Hats

The bright lights of Sydney can be reached from Balmoral by road, which includes Our Bridge; the thrill of crossing the "coathanger" is never lost to the motorist but at the rush-hour peaks intense concentration is required to avoid the host of Holdens which hog the harbour bridge and its approaches. Every third Australian owns a car and he or she likes the successful General Motors' Australian-built Holden; the brightly-coloured two-toned taxis are a feature of Sydney life which is obviously necessary but one which the London-trained motorist should treat with the same caution as sharks.

If you wisely decide to travel to the city by the ferry, it will prove quicker, cheaper and also give you a chance to study the harbour in peace; it is, at all times, a hub of fascinating activity with the bridge dominating the whole scene. Sydney offers the visitor everything that New York can, and the similarity does not end there; the wartime invasion of United States servicemen left its mark and today it's a common sight to see the gobs and the girls against a familiar background of skyscrapers and soda-fountains.

"The bigger the brim, the smaller the property," is a saying about the countryman's hat and one can often see a number of small-property owners in the city streets, an incongruous sight to the Londoner. Here in a false and cosmopolitan surrounding is the true Australian.

Sheep Station Leave

If you're lucky enough to spend your leave on a sheep station, and through the good offices of the Countrywomen's Association many of the Squadron have done so, you will see the broad brim in its proper setting. You will certainly be a working guest, as the work on a large station never ends; when you've mustered stock on a thousand acres, sheared a hundred sheep in a day or merely castrated fifty bullocks you can begin

R.N.B. PORTSMOUTH

Expedition Training Trip

to appreciate the qualities of the countrymen. For a sailor there's no greater contrast to his normal life than a week spent on a property in the Australian outback; with the hard work there is some of the finest shooting in the world when the grazier decides to drive the invading kangaroos, wallabies, wild pig and fox from his property. At the end of such a day, a bottle of cold Australian beer will loosen the tongues of these tough, wiry, hard-living diggers who are Australia's prime producers; then you can hear the Australian story in all its humorous vernacular and maybe you'll lose your pay at the toss of two coins.

Home from Home

In the years that the Squadron has served in this the furthest east of the Royal Navy's stations, we have made many friends in Australia and New Zealand; they have welcomed us into their clubs and houses to such an extent that many of the Squadron have married out here and many more have taken their time on the station. There is a very genuine desire to have British migrants in both countries and there is certainly no lack of opportunities for them; the diggers and kiwis still refer to Britain as "home" but the Squadron has found a home from home in the territory once described as "barren and inhabited with a wild and barbarous race of infidels."

We have no hesitation in opening letters addressed to: The Flag Officer, H.M.A.S. Thorough.

H.M.S. VANGUARD Training News

DURING THE year ended April 30, 1957, a total of 3,043 Sea Cadets, Reserve and Cadets of the C.C.F. have been trained afloat in the flagship of the Reserve Fleet. In November, 1956, the flag was transferred from Cleopatra to the battleship Vanguard and until the transfer and settling down were completed there was a short hiatus in training, which began again in January of this year and has continued with increasing tempo.

Courses for Sea Cadet officers of one week's duration are designed to develop divisional knowledge and leadership qualities. Seamanship and boatwork courses are set out to produce a high standard in those subjects and to secure uniform training in the 400 units throughout the country.

The youths, whose average age is sixteen and a half, have to adhere to the routine of a warship, taking part in the general work of the ship when not at instruction. Under the guidance of experienced chief petty officer instructors they soon become familiar with their strange surroundings and routine.

Instruction, which varies with their seniority and special requirements, includes boat handling under oars, sail and power; helmsman's duties; Rule of the Road; ropework and splicing. A day at sea in a destroyer or frigate and visits to submarines, a Fishery Protection vessel and sometimes flying, are also arranged.

This training is recognised by the Admiralty as providing pre-entry training for boys who subsequently join the Royal Navy.

American Tennis Tournament

A DOUBLES tennis tournament was held in the Duchess of Kent Barracks on May 21, 22 and 23. There were eighteen competitors and owing to lack of daylight the play was split into two American tournaments. Five couples played each other on Monday and the winners were Third Officer Munn and Third Officer Sankey. Of the remaining four couples, Second Officer Jeayes and Wren Hamilton were the winners. A straight fight between these two couples was held on Wednesday and the finalists were Third Officer Munn and Third Officer Sankey.

Although it was very cold on the first day, the tournament was enjoyed by both the spectators and players.

Cricket

THE SUPPLY and Secretariat are running a successful cricket team travelling as far as Chatham and East Garston, and winning as many matches as they lose. On July 13, the Chatham Supply and Secretariat will be playing the home team on the United Services Men's Ground.

Trips to Royal Tournament

TWO SUCCESSFUL trips to the Royal Tournament were run on June 11 and 20 using the very comfortable R.N.B. coaches.

The first trip consisted of an afternoon tour to the House of Commons as arranged by Brigadier Clarke, Member of Parliament for Portsmouth West. This was voted very instructional and much appreciated.

After a high tea, the party visited the evening performance of the Royal Tournament at Olympia.

The second trip was to the afternoon performance at Olympia followed by a high tea and a show—"Dry Rot" at the Whitehall Theatre.

The General Certificate of Education

SINCE DECEMBER, 1953, there has been an opportunity for service personnel to sit the University of Cambridge General Certificate of Education in the Education Centre, R.N. Barracks. On that occasion ten ratings sat and were examined in five subjects.

This coming July, thirty-six students will sit the examination. Seventeen subjects will be offered, not only at Ordinary but at Advanced and Scholarship level. Papers will be taken by some students in Technical Drawing, Art, Latin and Spanish although the most popular ones are naturally English Language and Mathematics.

This facility is becoming increasingly popular as the G.C.E. certificate is universally recognised as an educational qualification.

SAFE, SOUND, SIMPLE

- No Complications, No Fuss, No Worry
- Money available for leave
- Money available for a bit of spending when you go ashore on foreign stations
- Money available for emergencies
- Money when you finally leave the service. You can have quite a bit saved up—How useful that will be, as you will find from experience.

HOW DO YOU DO IT?

Quite simple—all you have to do to save a bit from your pay is to open a POST OFFICE SAVINGS BANK ACCOUNT by signing an Allotment to savings from your pay (Admiralty Allotment Series).

Then you will have money to call upon

Be one of the wise ones and allot to the

Post Office Savings Bank

Your pay office will advise you or you may write direct to

The Secretary, H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7

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Please post a copy of each issue of "Navy News" to

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I enclose herewith money order/postal order/cheque value 6/- being a subscription for 12 issues, including postage.

Commence.....(Month)

If member of R.N. Association, please state Branch.

H.M.S. ULSTER

Assistance to Ships in Collision

ALTHOUGH THE following is not so dramatic as appeared in the National Press (acres of burning oil and H.M.S. Ulster going alongside a burning tanker!), the report emphasises the work carried out by H.M. Ships throughout the world.

During the morning watch on June 19, the Officer of the Watch in Ulster noticed two radar echoes merge together. Watch was immediately set on distress frequency and, a message from Land's End radio being intercepted, Ulster proceeded to the position indicated. Visibility was less than 50 yards and a speed of 10 knots only was possible.

After investigating a number of contacts Ulster sighted the Italian-manned Liberian Tanker Stony Point and the Greek-manned ship Ioannis. The tanker had been abandoned and was on fire about a mile and a half from the steamer Ioannis. All the crew, except one man who is missing, had taken to the boats and had been picked up by two German ships—the Eric Reckmann and the Keitum. No doctor had been available and the Eric Reckmann had only been able to render first aid. Ioannis had also been abandoned at one stage but the crew had gone back on board when the deck fire went out.

As soon as Ulster arrived the frigate's doctor, Surgeon Lieutenant P. G. Harries, R.N., was sent, with his Sick Berth Attendant to the Eric Reckmann. The first seriously injured casualty brought from Ioannis to Ulster died shortly after being brought on board.

A recurrence of the fire in Ioannis necessitated a fire party from Ulster going on board with a portable pump.

When the French passenger ship

Charles Tellier arrived her doctor was sent to assist in the Eric Reckmann.

As the Charles Tellier was on her way to Vigo, it was decided that all casualties and survivors should be transferred to H.M.S. Ulster.

The fire in Ioannis was eventually got under control and the fire party having been embarked, Ulster, with the casualties and survivors, proceeded to Brest. The French frigate Chevreuil had by this time joined company and embarked six dead from the Ioannis. Ulster passed Stony Point still blazing furiously, whilst Ioannis, under her own power, also proceeded to Brest.

Ulster berthed at Brest at 1800 hrs. and the casualties were immediately disembarked.

It had been agreed with the Master of the Stony Point that the remainder of his survivors and dead should proceed in Ulster to Plymouth, but his crew thought otherwise and they were disembarked.

The final count of the number of survivors and casualties in the collision were as follows:

H.M.S. Ulster conveyed 51 persons to Brest, made up of

9 seriously injured;
7 dead (2 of whom were Greek);
33 landed uninjured (1 of whom was Greek);

2 Americans (Retained on board for passage).

Other casualties:

6 dead on board Ioannis;
1 missing from Stony Point.

This matter of fact account from H.M.S. Ulster may be lacking in dramatics but all our readers will read between the lines and realise that once again one of Her Majesty's Ships has done a fine job of work.

MIDSUMMER NIGHT'S DREAM

A Portsmouth Command effort

"THE ENGLISH—are they human?" I thought of this book as a sailor dried a chair before I could take my seat in the garden theatre of the wardroom at Portsmouth Barracks on Monday evening, June 24.

The occasion was the presentation of "A Midsummer Night's Dream," in aid of Naval charities and before a distinguished audience which included the Commander-in-Chief, Portsmouth, senior dockyard officers and Commodore J. Y. Thompson. This production was a combined effort by several establishments in the Portsmouth Command. The lighting effects by Vernon, the microphones by Collingwood and refreshments by the Wrens.

It was a brave decision, on the part of the management, to carry on in the open with such threatening weather conditions. A night for umbrellas, gum-boots and rugs.

The stage setting was delightful. As it grew dark the coloured lights gave us a scene which was indeed like fairyland. We watched the fairies trying to keep warm in the wings and a stage hand shaking the water from a small tree. A song-thrush tried a few notes overhead and an owl hooted in opposition. "They should be putting on 'The Tempest'!"—said someone in the next row of seats.

The players, in bare feet and flimsy costumes, stuck to their task gamely. Their lines came over with punch and humour despite the noise of passing trains and aircraft. The voices were amplified by a pole microphone which moved about like a giraffe reaching for buns.

Second Officer McBride was a charming Titania, the Rev. Clifford Davies a determined Duke of Athens and L/Wren Phillips an energetic Puck. Quince and his friends nearly stopped the show with their comedy. The lovers Lysander, Demetrius, Hermia and Helena gave a spirited performance.

As the play neared its end the sky was lit up by brilliant flashes and at the finish the thunder joined in the applause. By some miracle the threatened downpour had not come.

I tramped home feeling that we had seen a first-class show and a fine example of determination and pluck. Then, with Puck's words, "Dragons will cut the clouds," ringing in my ears—down came the rain.

H.M.S. Excellent

Anniversary of Glorious First of June

THE FIRST half of this term has seen much activity in Whale Island, in connection, principally, with preparations for the Royal Tournament at Earl's Court.

The Gunners Pageant party, under Cdr. A. R. Aldous have been with us for several months and we have watched with interest the build-up of this item, from scratch to the finished product—from seeing rough unpainted models of ships and guided weapons being trundled around the island and listening to sundry experimental explosions and tape-recorded commentaries, to the final rehearsals when fierce figures in the rig of Nelson's day would suddenly be encountered emerging from the dining hall or messes.

Along with this has been the training, also for the tournament, of the Royal Guard, which has been provided from Whale Island, and the working up of the Portsmouth Field Gun crews, on the Whale Island track.

The Whale Island Sports Day was held on May 28 and we were fortunate in having a very fine day for this. The Inter-Block Athletic Trophy was won by the Royal Guard although it is worth recording that the field gun crews, who competed by virtue of their temporary residence on the island actually collected more points in the competition.

The anniversary of the Glorious First of June is celebrated particularly in Excellent, because H.M.S. Queen Charlotte which carried Lord Howe in this engagement, and in which men of the Queen's Royal Regiment were embarked, later became H.M.S. Excellent. This common bond between H.M.S. Excellent and the Queen's Royal Regiment is marked annually on June 1, by a re-union of the two. This year it was the turn of a party of officers and ratings from Excellent to visit the Queen's Royal Regiment depot at Guildford. A two-day cricket match between representative teams was won by the Queen's, by eight wickets and the Rose Bowl which is held by the winners will therefore stay at Guildford. The celebrations closed on Saturday evening with a dance, given by the Queen's Royal Regiment for the visiting ratings from Excellent.

H.M.S. HERON ENTERTAINS

Visit of Director W.R.N.S. and First Lord



Captain H. S. F. Lane greets Director W.R.N.S. on arrival at R.N.A.S. Merryfield

THE DIRECTOR W.R.N.S., Commandant Dame Nancy Robertson, D.B.E., Hon. A.D.C., paid a short visit to H.M.S. Heron on June 5. She arrived by air at R.N. Air Station, Merryfield—the temporary satellite station to Yeovilton—accompanied by Superintendent E. M. Wood, O.B.E., W.R.N.S., Senior W.R.N.S. Officer to Flag Officer Air (Home).

This was the first visit of the Director since we took over Merryfield from the R.A.F. last autumn. Although W.R.N.S. ratings do not live permanently at Merryfield, they are quartered there when on night duty and they then occupy what were formerly R.A.F. senior officers' cabins. The Director was much impressed with the comfort of these quarters although the Wrens told her that in spite of the apparent luxury they were always glad to go "home" to Yeovilton when their spell of duty was over.

After a brief tour of departments where Wrens were working, the Director drove to Yeovilton, where she met heads of departments before being entertained to lunch by the Captain.

The highlights of her tour in Yeovilton were the Southern Fixer Service and a display of club swinging by the W.R.N.S. display team who are to appear at social fêtes locally during the summer.

After tea with the W.R.N.S. officers, which concluded a most enjoyable day, the Director and Superintendent left by train for London.

First Lord

The First Lord of the Admiralty, the Right Honourable the Earl of

QUEEN'S BIRTHDAY PARADE

Inspection by
Commander-in-Chief
the Nore

A PARADE in honour of the Official Birthday of Her Majesty The Queen was held on the United Services Ground, Gillingham, on June 13. The parade, which consisted of a Royal Guard parading the Queen's Colour, platoons from H.M.S. Pembroke (including W.R.N.S.), the Royal Engineers, the R.A.F., and a saluting battery of three 25-pounder field guns from the 21st Field Regiment, R.A., was inspected by Admiral Sir Frederick R. Parham, K.C.B., C.B.E., D.S.O., Commander-in-Chief, The Nore.

During the inspection, the massed bands of the Royal Marines and Royal Engineers trooped in front of the parade. A salute of twenty-one guns was fired and a *feu de joie*.

The march past was concluded by the guns of the 21st Field Regiment, R.A., which made a most impressive finale to the ceremony.

Selkirk, O.B.E., A.F.C., accompanied by the Principal Private Secretary and the Naval Secretary, paid a flying visit to H.M.S. Heron on Monday, June 17.

Arriving at R.N.A.S. Merryfield on a perfect Somerset summer's day, the First Lord was received by Rear-Admiral C. L. G. Evans, Flag Officer Flying Training, and Capt. H. J. F. Lane. During a tour of the airfield installations and living quarters, the First Lord met Squadron commanding officers and senior aircrew, before flying on to Yeovilton by helicopter.

At Yeovilton, senior officers of the Staff of Flag Officer Flying Training and station officers were introduced, before a tour of the station, which

included visits to the ground training section, accommodation and a briefing in the Flag Officer Flying Training's office.

On completion of his inspection, Lord Selkirk and his party lunched at Reedley House with Admiral and Mrs. Evans.

In the early afternoon the party visited the Southern Fixer Service before returning to Merryfield by helicopter to re-embark in their aircraft to Lee-on-Solent.

Lady Selkirk, who had planned to accompany the First Lord, and visit the sick bay, W.R.N.S. quarters and married quarters, was unfortunately unable to do so.



First Lord greets Senior Officers

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And at Abbotsinch, Arbroath, Arbroath, Brawdy, Corsham, Cudrore, Eginton, Ford, Gosport, Helston, Kete, Lossiemouth, Worthy Down and at H.M.S. Dolphin.

HEAD OFFICE: HARWICH, ESSEX

LORD MAYOR OF LONDON VISITS CHATHAM A DAY OUT WITH THE SENIOR SERVICE



Photo: Chatham "Observer"

Commander D. Williams greets the Lord Mayor

THE LORD Mayor of London, Sir Cullum Welch, accompanied by the Lady Mayoress, paid an informal visit to the Royal Navy at Chatham on Tuesday, June 11.

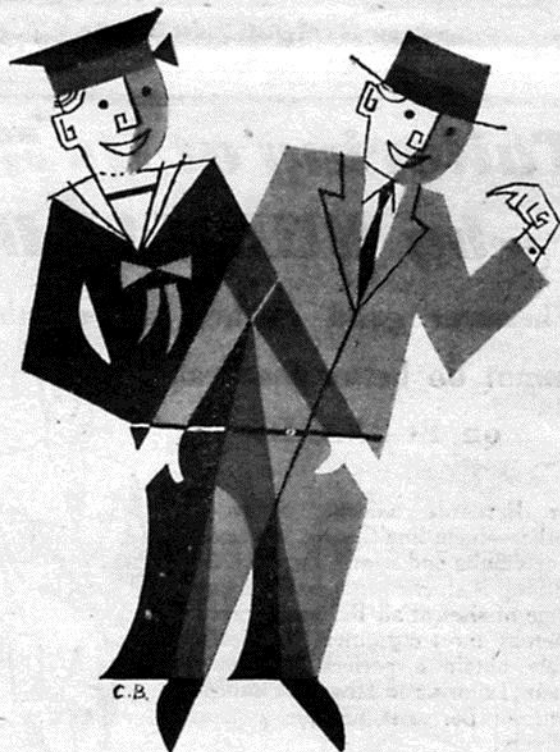
He carried out the first part of his journey in nautical fashion by a Port of London Authority launch as far as Gravesend, but there he had to use a car for the last leg of his journey to Chatham.

After lunching with the Commander-in-Chief, The Nore, Admiral Sir Frederick R. Parham, K.C.B., C.B.E.,

D.S.O., at Admiralty House, he started his visit with a tour of the W.R.N.S. quarters and was then taken to see the lovely Chapel of St. George, in the R.N. Barracks.

From there, he entered the Dockyard for a visit to H.M.S. Sheffield. This ship had recently completed an extended refit at Chatham and is about to commission for general service.

Before departing for London, the Lord Mayor had tea with the Admiral Superintendent of the Dockyard, Rear-Admiral G. V. M. Dolphin, C.B.,



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the WILLERBY way!

LONDON, W.1, AND AT 82 ROYAL PARADE, PLYMOUTH. 225 HIGH STREET, CHATHAM.
111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH
END, PORTSMOUTH. 29 ABOVE BAR, SOUTHAMPTON.

R.N.A.S. CULDROSE

ON MAY 17, No. 35 Telegraphist (Air) Course completed their course and were presented with their wings by Capt. D. Vincent-Jones, D.S.O., R.N. The successful candidates were L./Tel. Lines, Tel. Colclough, Tel. Ellis and Tel. Hutchings.

The annual inspection of the Station was carried out on May 30 and May 31 by Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., R.N., Flag Officer Flying Training. Fortunately the weather was kind, and everyone is now anxiously awaiting the inspection report.

Saturday, June 1, saw Culdrose celebrating its tenth anniversary.

Like most parts of the country, Cornwall is enjoying the heat wave, and the camp personnel are losing no time in taking full advantage of the amenities the Royal Duchy offers at this time of the year. One might say that being stationed at Culdrose in the summer more than compensates for having to endure a Cornish winter.

R.N.A.S. ARBROATH

R.N. Mass Radiographic Unit FOR ITS annual visit to H.M.S. Condor the Mass Radiographic Unit arrived in the forenoon of Saturday, May 18, and left on Tuesday, May 21. It had arrived from H.M.S. Cochrane at Rosyth, calling on the way at two wireless stations at Cupar, Fife, manned by Naval personnel. It left for H.M.S. Cressy, Tay Division, R.N.V.R., after which, on Wednesday, May 22, it proceeded to R.N.A.S. Lossiemouth. In charge is Surg.-Cdr. K. J. O'Connor, and while at Condor 823 examinations were made.

Dedication of Extension to the Church of England Chapel

The Bishop of Brechin, the Right Rev. Eric Graham, dedicated the new extension to the Chapel, the new pulpit, organ and pews, at the 10.30 morning service, Sunday, May 26.

Visit of Schoolboys

On Monday, June 3, a party of thirty schoolboys and two masters from Banchory Academy and Mackie Academy, Stonehaven, visited the station. They arrived at 2 p.m. and were divided into two parties for the purpose of visiting the workshops, training aids, and flight servicing sections. Then they visited the Station Flight Section for demonstrations on aircraft. These included a take-off by Lieut.-Cdr. Pedder in a Tiger Moth, the starting up and running, spreading and folding of main planes, flap and deck hook action of the Wyvern, Sea Venom starting and main plane action, and Seahawk starting up and engine running.

After the demonstration they toured the airfield by bus. This was followed by tea in the dining hall, whereupon they left by bus at 5 p.m.

Admiralty Police Dog

As from Friday, June 7, an Admiralty police dog will be employed by the station patrols. This dog is a cross between a Labrador and a Wolfhound, and although normally on the lead, would be released in an emergency. This dog is ten months old and fully trained. Petting and feeding the animal is forbidden.

Arbroath Ladies' Lifeboat Guild

Saturday, June 1, ended the four-day run of an exhibition organised by the Arbroath Ladies' Lifeboat Guild. The central display stand was allocated to H.M.S. Condor and the arrangement was effectively carried out by Lieut.-Cdr. Waterhouse. Subdivided into four sections, it covered mountain rescue, safety equipment, air ordnance and active defence.

Commonwealth Youth Sunday

On Sunday, June 2, a contingent from H.M.S. Condor paraded under Lieut.-Cdr. Goodchild to St. Mary's Episcopal Church for the annual Commonwealth Youth Sunday Service. The salute was later taken by Capt. W. L. G. Porter and Provost J. K. Moir.

Her Majesty The Queen visits Leuchars R.A.F. Station

On Tuesday, June 4, Her Majesty The Queen visited the R.A.F. station at Leuchars, Rear-Admiral J. D. N. Ham, F.O.R.A., and Capt. W. L. G. Porter went to the R.A.F. station for this occasion.

R.N.A.S. STRETTON

Admiral's Inspection

IT WAS 0915 when the Flag Officer Reserve Aircraft, Rear-Admiral J. D. N. Ham, C.B., R.N., accompanied by his staff, arrived at Stretton in his blue Sea Prince piloted by Lieut.-Cdr. V. A. Walker, R.N. (from Arbroath). The occasion was the annual inspection of the Air Station.

On stepping from the aircraft the Admiral was met by Capt. J. C. Stopford, O.B.E., R.N. (the Commanding Officer), and the guard, under the command of Lieut. F. Lloyd, R.N., came to the "present," whilst the band, under the direction of Band Sgt. L. A. Crew (from Deal) played "Jolanthe."

After meeting heads of department the Admiral proceeded to the administrative block and then inspected living sites and sections.

The afternoon inspection was carried out at E.H.U., Burcough and Woodvale where the Flag Officer saw the two Sea Hawks (under repair by M.A.R.U.) that had been in collision the previous week in an air display.

In the evening all officers met the Admiral informally in the wardroom and later the staff officers were entertained to dinner.

During the following morning the air maintenance yard was inspected and "general drills" were carried out. "Clear lower deck" was sounded at 1310 and after inspecting divisions, which were held on the control tower apron the Admiral took the salute at the march past.

Rear-Admiral Ham had carried out his final inspection at Stretton and shortly afterwards he embarked in the Sea Prince to the tune of "Auld Lang Syne" played by the Bluejacket Band.

Guard and Band

Congratulations to the guard and band who did a magnificent job in the sweltering heat on Sunday, June 2, at Ashton-under-Lyne.

The occasion was the dedication of the Standard of the Ashton-under-Lyne Branch of the Royal Naval Association.

After the parade had assembled in the market place at 1415 they proceeded in procession to St. John's Church at Hurst where the Vicar, the Rev. J. H. Pratt, B.A., B.Litt., O.C.F. (who is the Honorary Chaplain to the Ashton Branch of the R.N.A.), held a dedication service. This was attended by Capt. J. C. Stopford, O.B.E., R.N., and Mrs. Stopford, the Deputy Mayor and Mayoress, the local M.P. and Mr. H. Rogers, the National Council member for the R.N.A.

Over twenty organisations filled the church and included R.N.A. branches from Blackpool, Burnley,

Bury, Denton, Heywood, Crosley, Manchester, Middleton, Oldham and Rochdale. Other units came from Leigh and District White Ensign Club, R.N. Sick Berth Reserve Association, Ashton-under-Lyne Sea Cadets, Royal Army Pay Corps (Roger's House), the R.N.L.I., R.A.F. Association and the British Legion representatives of Ashton, Droylsden and Dukinfield.

A twenty-two minute march to the town hall was next on the programme and on arrival the salute was taken by Capt. Stopford, after which the parade was fallen out.

All hands were then embussed and taken to the W.O.s and Sergeants' Mess of the Regimental Pay Office where refreshments were served. Later in the evening a concert was given by the Royal Naval Association Ashton branch.

Safe Driving Awards

Another annual event took place on Thursday, May 23, when the Commanding Officer, Capt. J. C. Stopford, O.B.E., R.N., presented safe driving awards to thirty-three civilian drivers of the station's motor transport section.

Recipients for 1956 were:

Bar to 10 Year Medal.—P. Jackson, J. Burdett.

10 Year Medal.—H. Brazendale, H. Daniels, E. Birmingham, M. Gaffney, F. Howard, S. Jones, A. Tomkins.

Bar to 5 Year Medal.—H. Baker, G. Burke, H. Cooper, L. Deakin, J. Daniels, L. Benn, P. Brimelow, W. Hind, G. Mooney, W. McNamara, A. McQueen, F. Shipley, G. Shaw, C. Straw, J. Thompson, R. Wood.

Diploma.—F. Chisnall, W. Daniels, H. Morris, C. Rose, T. Percival, K. Booth, B. Wynne, A. Williams.



Mr. Fred Howard receives the 10-year medal for safe driving

Inter-Services Small Bore Match

RESULTS OF the 1957 Match: Territorial Army, 7,952; Royal Air Force, 7,951; Regular Army, 7,902; Royal Navy, 7,901; Royal Marines, 7,843;

Condor Wives

This Wives' "get-together" was introduced in September, 1956, by Mrs. Porter, wife of the Commanding Officer, Capt. W. L. G. Porter. The meetings are held in the afternoons of the first Thursday of every month and coincide with the crèche, thus enabling the wives to meet while the children are being catered for. The scheme has proved a great success and between thirty and forty wives attend every session.

A competition is held after each meeting and the results are judged at every subsequent meeting. Amongst these have been: (1) to design and make a Christmas card; (2) to make something new out of something old. Forthcoming attractions include: (1) to make a miniature garden in a saucer; (2) to make a sponge cake.

During the meetings beetle drives may be held, games may be played, and these are arranged by three wives on the games committee. Otherwise there are demonstrations, such as a cookery demonstration on December 6, a demonstration on make-up on February 7, 1958, by a lady from a well-known firm of beauty preparations, and on July 4, 1958, a demonstration of floral decorations will be held in conjunction with the miniature garden competition.

After each meeting tea and biscuits are provided for the nominal charge of sixpence.

Royal Naval Volunteer Reserve, 6,529 (68 cards only).

It is satisfactory that, although we failed to beat them, the Royal Navy gave the Regular Army a closer run than in any of these matches since the 1939-45 War, and in so doing put up our best score to date in this competition. It is the first time that we have bettered 7,900. It is also satisfactory to note that Portsmouth Command, though providing well over half the team of forty, were responsible for considerably less than half the points dropped by the whole team.

There is a tie for the N.S.R.A. Gilt Medal this year between Lieut. B. A. Hill, H.M.S. Excellent, team captain of the R.N.XL, and Lieut. D. M. Orr, H.M.S. Vernon. Both officers scored the highest possible of 200 (20 inner cartons) in the inter-Services match plus 400 in the inter-Command competition; but since the N.S.R.A. Gilt Medal cannot be won more than once by the same competitor, and Lieut. Hill is a previous winner, the Gilt Medal for 1957 is awarded to Lieut. Orr. Both officers are heartily to be congratulated, as also are all nine of the team who succeeded in scoring the highest possible 200, including from the Portsmouth Command O.A.D. Bell (Reserve Fleet), C.P.O. R. Bird (H.M.S. Excellent), R.E.M. A. Day (H.M.S. Hornet) and Lieut. D. Donaghy (H.M.S. Vernon).

All members of the Royal Navy team are entitled to the Royal Naval Rifle Association "Small Bore" Blazer Badge, which may be obtained on application to the Hon. Secretary, Royal Naval Rifle Association, H.M.S. Excellent, price 6s. 6d.

Home Fleet Ships VISIT STOCKHOLM

SHIPS OF the Home Fleet led by H.M.S. Maidstone wearing the Flag of Admiral Sir John Eccles, the Commander-in-Chief, arrived in Stockholm on June 11. The visit, which lasted for seven days, formed part of the Fleet's spring cruise which was centred on Scandinavia.

Early on Tuesday morning, the Fleet, comprising destroyers Agincourt and Alamein and submarines Scorchers, Trump and Subtle, accompanied Maidstone, arrived off Stockholm in dense fog which delayed the entrance into the city for seven hours. But when the fog gave way to fine sunshine, a splendid trip through Stockholm's forty miles of beautiful islands, amply compensated for this delay.

The windows of several of Stockholm's larger houses and hotels bordering the estuary, shook dangerously to Maidstone's twenty-one gun salute and crowds of curious Swedes lined the Stadsgatan where the ships berthed.

Attractive City

Stockholm swiftly earned itself a reputation for being a good run-

ashore among the British sailors. The people proved friendly and helpful. The famous Tivoli pleasure garden on the interest-packed island of Skansen was thrown open to the British Navy together with several of the city's cinemas and there was an ample supply of free tickets to the largest variety theatre in Stockholm.

The British community seemed more than anyone delighted to see these 1,500 ambassadors of their homeland. They arranged several sight-seeing tours in and around the city and a dance and supper at which sixty sailors were tactfully introduced to an equal number of charming partners.

There was much to interest the men during their stay. Stockholm is truly an attractive city with many parks, cinemas, theatres, everything indeed, to keep everyone from the Commander-in-Chief to the youngest junior seaman constantly occupied. In fact, it was noticed that whilst the Commander-in-Chief waited on his quarter-deck to receive the local service and diplomatic chiefs for discussions and dinner parties, he cast an eye that can only be described as envious at "Jack" as he set course for the Tivoli.

Children's Party

Every day throughout the visit, large crowds of Swedish youngsters and grown-ups crowded round the ships watching with interest everything that happened, and were also eager to look round the ships when they were open to the public.

On board the Flagship 200 orphans were invited to a party arranged by the ship's company. They were welcomed by a band of fearsome volunteer pirates who introduced them to the many swings, slides and roundabouts which had painstakingly been prepared for weeks beforehand.

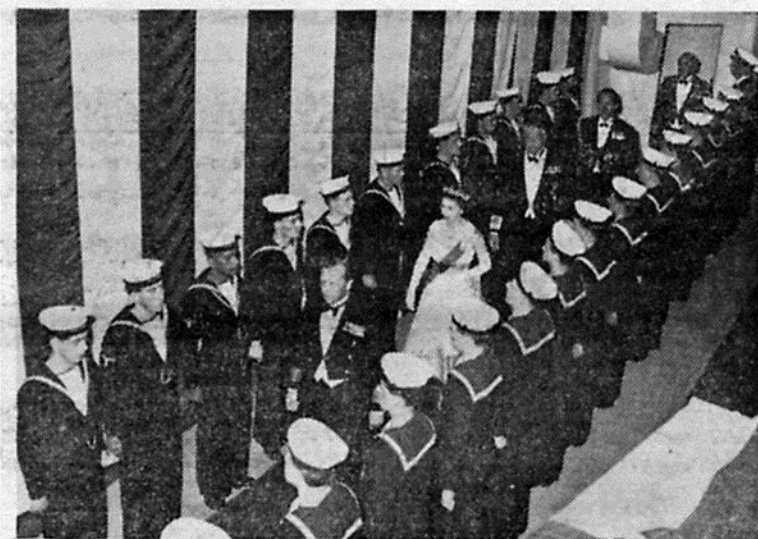
It rained for the first time in eight days when the Fleet slipped and began the three-day voyage to Horton, and this was a pretty fair reflection of how many of us felt at leaving such a beautiful city.

Commander-in-Chief and Officers of Home Fleet Dine Her Majesty the Queen in H.M.S. Ocean

ONE ASPECT of Operation Steadfast to which comparatively little publicity has been given, was the dinner in H.M.S. Ocean when Her Majesty and His Royal Highness were entertained by the Commander-in-Chief and Officers of the Home Fleet.

To those who were fortunate enough to be present, there is no doubt that the chief aim of Operation Steadfast, "to give pleasure to Her Majesty and His Royal Highness and to demonstrate the traditional loyalty of Her Majesty's Fleet," was fully realised during a memorable evening aboard the training carrier Ocean.

The cold, grey hangar, so often echoing with the sound of trainees undergoing drill instruction, was transformed overnight into a fairyland scene of warmth and splendour, and provided a fitting setting for an occasion that reflected the loyalty and admiration of those of Her Majesty's subjects who follow the sea in her name.



Her Majesty being escorted into dinner

ROYAL ARRIVAL

At 1945 on May 25, the alert was sounded as the Royal Barge came alongside the starboard after gangway. The Queen, dressed in an ivory satin gown and tiara and wearing a boatcloak, looked radiant as she stepped on board accompanied by the Duke of Edinburgh and attended by members of the Royal Household.

The Royal Party was received on the starboard after gangway space by the Commander-in-Chief Home Fleet, and the Flag Officer Training Squadron, who flies his flag in Ocean. Senior officers were introduced, and then the Royal couple were escorted to the Quarter-deck for cocktails and further introductions. On the arrival of Her Majesty, officers attending the dinner were marshalled to their places in the banquet hall and stood facing the after lift well awaiting the Queen's arrival. The approach from the Quarter-deck to the hangar was by way of the

after lift well. Here an amazing, yet simple transformation had been made. The well itself had been flooded and small grottoes of stones placed in the water. Diffused underwater lighting gave the whole scene an air of enchantment.

Strawberries and cream were served on specially designed Minton dessert plates. The design was a nautical one with a suitable inscription to record the occasion. Officers attending the dinner were privileged to purchase a plate as a souvenir of a great occasion. Later, this facility was extended to all officers and ratings concerned with Operation Steadfast and special orders have been placed for additional plates.

After dinner, the Royal couple were entertained on the Quarter-deck, where many officers had the privilege of being presented. At approximately 2300, the Royal Barge was called alongside and a memorable evening was brought to a close.

"And the greatest of these..."

WE HAVE learned that during a recent S.E.A.T.O. exercise, in which one force consisting of H.M.S. Newcastle, H.M.A.S. Anzac and H.M.A.S. Tobruk were engaged in a night operation with another force consisting of H.M.A.S. Melbourne and H.M. Ships Cockade and Cheviot, one rating belonging to H.M.A.S. Tobruk was killed and another seriously injured.

Tobruk returned to Singapore at full speed with the injured man, the funeral of the unfortunate man who was killed taking place on the following day off the Bay of Siam.

We learn with pride that the officers and ship's company of H.M.S. Newcastle collected from among themselves a sum of £112, which was forwarded to the next-of-kin of the deceased man. This gesture, so typical of the Service, must have been appreciated very much by the ship's company of Tobruk.

H.M.S. MAIDSTONE

ELEVEN SENIOR ratings from H.M.S. Maidstone were presented to Her Majesty The Queen when, accompanied by the Duke of Edinburgh, she visited the Home Fleet in May. The ratings were chosen for their long service, the majority of them having spent well over ten years in the Navy. They were presented by Admiral Sir John Eccles, Commander-in-Chief, Home Fleet.

Whilst the Queen appeared to be interested more in the length of time the ratings had served, the Duke of Edinburgh asked many questions about the running of the ship and about various problems which faced the different departments.

C.P.O. E. C. Brown who is employed in the commander's office, looked upon the presentation as a fine opportunity to air a pet grievance. He complained to the Duke that every time his ship arrived in port men were drafted off and others drafted on, but always there were fewer drafted on than off. This produced from the Duke a not unsympathetic chuckle.

Although it is difficult to single out any one rating for special mention, perhaps Colour-Sgt. B. Blackwell qualifies.

A marine of many years standing, he is head of the printing department on the Commander-in-Chief's Staff. For about a fortnight before the Royal visit, he and his staff were kept working, often to early hours, preparing the programmes for the visit.

This was a hardship not only to Colour-Sgt. Blackwell but to other senior ratings whose mess is situated directly beneath the Colour-Sergeant's printing machine!

Those presented were: Master-at-Arms C. J. Death, C.P.Os. E. C. Brown, E. Meade, E. M. Freeman, E. Palmer, W. Gray, J. W. F. Cooke, Prostick, C. H. Drew, W. G. Giddings and P.O. J. A. Dyson of the Royal Canadian Navy.

RIFLE SHOOTING

A TRIANGULAR match between the Royal Navy, the Regular Army and the Civil Service Rifle Association was shot at Bisley on Saturday, June 22. Conditions were as for the second stage of Her Majesty The Queen's Prize. The match was won by the Royal Navy with a score of 1,392, the Regular Army being second with 1,373 and the Civil Service third with 1,358. Individual scores of the Royal Navy team were as follows:

Lieut. D. M. Orr, H.M.S. Excellent	144
Lieut. T. T. Ironside, H.M.S. Pembroke	143
P.O. J. Pollard, H.M.S. Excellent	142
C.P.O. C. O'Sullivan, H.M.S. Daedalus	141
P.O./Tel. R. Kingston, H.M.S. Excellent	140
P.O. C. J. Orchard, H.M.S. Pembroke	138
C.P.O. B. Dew, H.M.S. Daedalus	138
P.O. G. Green, H.M.S. Daedalus	138
C.P.O. D. Andrews, H.M.S. Pembroke	136
Lieut.-Cdr. O. Wade, H.M.S. Royal Arthur	132

SEASLUG IS the medium range weapon which the Parliamentary Secretary to the Admiralty (Mr. Christopher Soames) informed the House of Commons, during the debate on the Navy estimates, is designed to engage any enemy bomber which evades the fighter defences of the Fleet. It will do so at any height at which modern aircraft are capable of operating.

The first ships in which Seaslug will be fitted are the four guided weapon destroyers which have already been ordered by the Admiralty. These ships are to be based on the design of the present Daring class ships but will be larger than the Darings.

Seaslug has a system of propulsion which consists of a sustainer motor and four boosters. These latter are jettisoned after propelling the missile to supersonic speed. Seaslug is operated and fired from positions within a ship without any personnel being required to be on duty in exposed places.

Although a large number of officers and men are engaged in the maintenance of the missile equipment and in preparations for firing, the number engaged in the actual operation of firing is far smaller than the crew of a conventional gun turret in a major warship.

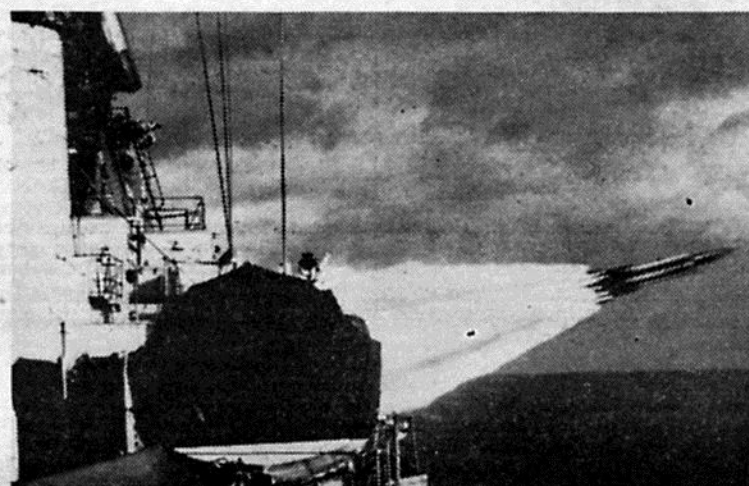
Targets are detected at long range by radar, and subsequently plotted accurately for range, height and bearing. From this information a particular aircraft may be selected as the target for the missile. The details of the target's range, course and speed are obtained by the missile guidance and control system and used to position the weapon launcher, and enable the operator to determine when to fire the missile. This he does without ever seeing the target.

Missiles are fired from a triple ramp launcher which is automatically fed from a magazine below decks.

The weapon has been developed by the Ministry of Supply, and has been tested at the proving grounds of Aberporth in Wales and Woomera in Australia. At Aberporth some trial firings were made from the Clausen rolling platform which is a mock-up of part of a ship floating in a concrete

THE NAVY'S GUIDED WEAPON

Further details of the Royal Navy's ship-to-air guided missile, known as Seaslug, are now disclosed.



A Seaslug test missile being fired from H.M.S. Girdle Ness, the guided weapons trials ship

basin and capable of simulating all the conditions of roll and pitch likely to be encountered at sea.

Since the commissioning of H.M.S. Girdle Ness, the Navy's guided weapon trials ship, in last July, firings have been carried out at sea of which the vast majority have been successful.

All seaborne equipment, apart from the missile itself, has been developed under the direction of the Admiralty; this includes the launcher, magazine handling gear, radar and associated weapon direction and control equipment.

Naval interest in guided weapons started during the Second World War and the Royal Navy were leading protagonists of the guided weapon during the period 1943-1949. During the war an Admiralty Committee was set up to investigate means of providing the British Pacific Fleet with a short range guided weapon to deal with the Japanese Kamikaze suicide attacks, but Japan was defeated before the project was sufficiently advanced.

After the war the Ministry of Supply became responsible for guided weapon development.

The Welfare Committee of R.N. Barracks, Portsmouth, own and operate two luxury 38 seater coaches.

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- ★ THEATRE AND ICE SHOWS—LONDON, BRIGHTON, ETC.
- ★ SPORTS FIXTURES
- ★ EVENING TRIPS ETC., ETC.

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THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

CALENDAR

Dorking

August 25.—Children's Outing to Bognor.
October 19.—Trafalgar Ball, Dorking Halls.

Newcastle and Gateshead

July 5.—Ladies' Night.

Hounslow

July 26.—Social.
July 19.—Darts "decider" at Burma Star Association H.Q.

Rosyth and West Fife

July 6.—Opening of R.N.A. Club and Branch H.Q., Edinburgh.
July 6.—Navy Day functions in Rosyth Dockyard.
November 6.—Annual Dinner.

Portsmouth

July 28.—Dedication of No. 3 Area Standard.

Twickenham

July 14.—Visit to Brighton.

VENUES

Head
ashhead, Fridays,
8 p.m.

Malta, G.C., Branch
Corradino Canteen. Fortnightly in blank weeks. See *Times of Malta* for details.

We Will Remember Them

Shipmate Vice-Admiral Sir Theodore J. Hallett, K.B.E., C.B., late President and Vice-President of the Chichester Branch.

Shipmate Bill Blackford, A staunch member of Newport (Mon.) Branch. Drowned whilst on holiday.

ANNUAL CONFERENCE

Timetable

July 19

1715 hrs.: Admiral Cunningham arrives Cardiff Station.

1930 hrs.: Admiral Cunningham, accompanied by Lord Mayor of the City, attends Civic Dinner in Cardiff Castle.

July 20

1000 hrs.: Lord Mayor will declare open the Conference.

1700 hrs.: End of Conference.

1930 hrs.: Lord Mayor and Admiral Cunningham attend R.N.A. Dinner in Park Hotel. Other civic personalities will also attend.

1930 hrs.: Conference delegates, R.N.A. members and guests attend Social Evening at Cardiff Branch H.Q.

July 21

1030 hrs.: Parade muster on Cardiff Castle Green for Dedication Service; Number Seven Area and Newport Standards.

1100 hrs.: Service commences and followed by parade to Cenotaph, where a wreath will be laid.

1210 hrs. (approx.): Parade dismisses.

ANNUAL CONFERENCE

THE ASSOCIATION Conference will be held this year in Cardiff City Hall, on Saturday, July 20.

Although Conference will not take place until Saturday, it will be of considerable interest to all members to know that their president, Admiral of the Fleet Sir John Cunningham, will have a civic reception into the city on the evening of Friday, July 19; the Lord Mayor and City Authorities having expressed their intention of welcoming Sir John on his arrival at Cardiff Station.

The Conference will be opened at 10.15 a.m., on Saturday morning, July 20, by the Lord Mayor.

Luncheon and tea will be supplied to delegates free of charge, on the day of Conference. The cost of these meals will be met jointly by Number 7 Area and the National Council. Both luncheon and tea will be provided in the City Hall at times to be announced in Conference Agenda.

The Conference will end at approximately 5.15 p.m.

Our hosts, the shipmates of our Cardiff Branch, are organising an entertainment for delegates on Saturday

evening. Times, location and further details of this entertainment will be announced during Conference.

On Sunday morning, July 21, the Standard of Number 7 Area will be dedicated in the grounds of Cardiff Castle. (Please note that decorations and medals will be worn during both the dedication and parade.)

Both Admiral of the Fleet Sir John Cunningham, and the Lord Mayor of Cardiff have kindly consented to attend this ceremony in an official capacity.

After the dedication, which will take place at 11 a.m., the whole parade will march through the City of Cardiff, to the City War Memorial where, at 12 noon, Admiral of the Fleet Sir John Cunningham, accompanied by the Lord Mayor, will place a wreath.

The parade will dismiss at 12.10 p.m.

In view of the considerable association and civic importance of this Conference, the National Council have expressed their hope that all branches attending Conference will approve of their delegate bringing his branch Standard to Cardiff in order that the ceremony arranged for Sunday morning may be as impressive as possible.

CARDIFF

AT THE moment of writing the provision of a Naval guard and band to attend the annual conference at Cardiff is still under discussion at the Admiralty, but all R.N.A. personnel can be assured that all angles of this matter have been probed and it will not be for the want of effort if this does not materialise. The secretary to the Council, Lieut.-Cdr. L. Maskell, the branch secretary Shipmate Brennan and the publicity officer "Tug" Wilson have worked in close co-ordination to ensure the success of the conference.

The Cardiff Branch appeal to all of No. 7 Area and to the delegates attending conference to participate in the dedication service and parade on Sunday, July 21. Help us to make this a noteworthy occasion. The branch on this day will provide four Standard bearers. Headquarters, No. 7 Area, Cardiff and Belfast, which will be carried by "Tug" Wilson, being a Belfast man. He has volunteered to help out his home town branch, their own delegate apparently not enjoying too good health.

MALTA G.C.

THE INAUGURATION of the Malta G.C. Branch took place on April 29, 1957. Capt. Earl of Roden, who is at present the Commanding Officer of H.M.S. St. Angelo here, and also a life member of the R.N.A., officiated at the ceremony. Having launched the branch, Capt. Roden handed over the chair to the elected chairman, who is

Shipmate Fred Jones. He comes from the Gosport Branch and is still serving as a P.O.

The posts of hon. secretary and treasurer are being filled by Shipmate K. W. Higgs, who is still serving as a C.P.O., and who hails from the Reading Branch, where his father was once the chairman.

The vice-chairmanship went to a new member of the association—Shipmate Dave Warner, who is a P.O.A.F. serving, as do all of the original members, at H.M.S. Falcon.

Three other shipmates were elected to the main committee: Shipmate Lilley—P.O.; Shipmate Cotton—P.O.; Shipmate Bill White—ex-R.N.V.R. Lieutenant, who was previously from the Winchester Branch, where he has, in the past, served as a committee member and to whom the rest of the above shipmates are greatly indebted for his help and experience in this type of work.

The founder members of this branch are: Shipmate Jones—ex-Gosport Branch; Shipmate Higgs—ex-Reading Branch; Shipmate Lilley—ex-Bloxwich Branch; Shipmate Cotton—new member; Shipmate Warner—new member; Shipmate Moncaster—new member.

Meeting Place

All our meetings to date have been held in the Corradino Canteen, where we have the use of a large private room, complete with bar, which we stock and run ourselves. We hold meetings during the "blank weeks," the exact day being changed each time to allow the "24 on—24 off" watch-keepers among our members to attend at least every other meeting. The local Press covered the inaugural meeting and we received some very good publicity in a large article in the *Times of Malta* as a result. The same paper prints a Services' "What's On" feature every week and each successive meeting is included in this feature. In addition, these details are read on the Rediffusion's "Services' Spotlight" programme each Sunday morning, so we have received plenty of publicity, which, incidentally, has not cost us anything.

To date our membership figures stand at fifty-six. These include six members transferred from U.K. branches, two life members, one lady "full" member who was once a Wren, and a lady associate member, and the remainder roughly half and half serving and ex-serving personnel from the island here.

For a President we hope to have the new Commanding Officer of H.M.S. Falcon, Capt. J. A. Ievers, O.B.E., R.N., who is also Captain (Air) Mediterranean.

Cheam and Worcester Park

CONSIDERABLE ACTIVITY

AFTER OUR annual dinner we held the last dance of the season at headquarters which was enjoyed by all shipmates and our faithful patrons. In May the ladies' annual dance was held which was even a more successful dance than our own, both socially and financially.

Although our wives agree that we are all a funny age to be out after 10 p.m., the branch had a stag night at the Brighton branch, arriving at 8 p.m. and leaving after midnight. Maybe it was Brighton air, or Brighton beer, but there were some funny heads next morning. But it was a grand run out, so thank you Brighton for a grand evening. By the way, Harry (behind the bar), I still suspect that rum of yours is used for flying Valiant bombers on.

Our stag outing was followed by a visit to Victoria Palace to see the Crazy Gang in "These Foolish Things." Even after twenty-five years together they are still the best show for a laugh and fun. We thoroughly enjoyed our evening out.

Next on the list is a visit to Eastbourne for the summer outing. No comments because we know we are in for a good time. This will be our fourth visit and every one is better than the last. August 22 will be Children's Day, when we visit Bognor once again to give the kids a bit of fun.

On May 26 our Ladies Section had a very successful outing to Littlehampton and took all the children along. Being the day after the stag party it gave dad a chance to get his bearings and his own dinner. Anyway, the girls came back looking as if they had been away a week.

Rock-'n'-Roll Session

The branch rock-'n'-roll sessions have proved a great success and are well attended, with the addition of two or three amateur skiffle groups to help it out.

We have proved here at Cheam that the basis of a successful and interested branch is a good social life and a good Ladies' Section. We are a comparatively small branch compared with some others, but we have got a strong and faithful band of shipmates. Out of fifty strong membership we can rely on a twenty-man attendance at our weekly meetings. I even go as far as to say we are probably one of the most active branches in No. 2 Area and the happiest. We have our ups and downs, like any matloes' mess, but we always remain firm comrades.

We tried our first Derby Draw for many years and it was a magnificent show by all shipmates who helped us weather what could have been a financial set-back.

HOUNSLOW

AT THE general meeting held on June 14, our chairman, Messmate J. Brown, stated that he had been elected vice-president of No. 1 Area. This is indeed a great honour, not only for Jim, whose heart and soul is in the R.N.A., but also for the branch.

Our social on May 3 was very successful. Once again we had the pleasure of entertaining some of the boys from the Star and Garter Home, Richmond, and I know they went back full of song. Our next social is on July 26 and Brentford and Chiswick have been invited to come alongside.

A very good evening was had by all when we invited the Burma Star Association along for a return game of darts. We are now one all, and playing the decider at their headquarters on the 19th.

The branch has been invited to attend the Royal Fusiliers Association dance on June 22 and our annual outing this year will be to Lancing R.N.A. Club on June 29.

Our Standard and escorts have attended Barnes, Mortlake and Twickenham dedications, I will leave it to pens more eloquent than mine to write about them, but thank you both branches for a very good show and evening's entertainment.

Friday nights are our get together nights and it is gratifying to see some new faces looking in and signing on the dotted line. Any serving chum will always be welcome on Fridays and we shall always do our best to make him feel at home. "Welcome" is not the only word on the mat, "enjoy yourself" as well.

PORTSMOUTH

IT SEEMS a long time since we appeared in the NAVY NEWS, but believe me we have been very active on a three way route. Association affairs are causing long debates at our general meetings. Secondly keeping our own club in its good order, and thirdly, much rehearsing for our latest production of a "western fantasy" which has now been added to many grand shows which our shipmates and shipmates have put on at our grand club. This fantasy was so much a success, that it was put on four times within a fortnight. We are now rehearsing for a grand variety show for Saturday, June 22, and Sunday, July 28, the day fixed for the dedication of No. 3 Area Standard.

This year has seen a new extension to our headquarters in the way of a porch which renders a grand appearance both inside and out.

Our Standard has been doing its usual travelling. Barnes and Mortlake dedication will always be well remembered by all who attended. Well done Barnes and Mortlake and thanks for the big eats. Sunday, June 16, we supported the R.A.'s Waterloo Day parade and service, and what an eye opener to see four grand Chelsea Pensioners marching in that sweltering 82 degrees. Hence our apologies to our Twickenham shipmates for not being with you on your day.

Honorary Patron

We have again been honoured by the new C.-in-C. Admiral Sir Guy Grantham who will shortly be attending one of the general meetings to be initiated Honorary Patron. Many shipmates from all parts of the country still pay us a call when they are down our way on holidays, and we are very pleased to see them. There is always a welcome. We had the very good company of Shipmate Jacobs and Shipmate Homeward and their dear ladies for a week from good ole Battersea Branch.

Well shipmates this is all for now, being as I have not much time to get it in print, but I would like to tender on behalf of us all at Pompey a vote of thanks to our very good Shipmate Harry Mason for keeping us always in touch with No. 1 Area achievements by sending me the bulletins. Thanks a million Harry.

LOWESTOFT

OUR SOCIAL activities during the last few weeks have included coach trips and picnics.

On Saturday, June 15, Alderburgh Branch were entertained and a happy evening was thoroughly enjoyed.

For the first time the branch has made a presentation to a member for outstanding service to the branch. It was made to Mr. E. Boswell, of Dell Road, Oulton Broad, on his 79th birthday on May 29, in recognition of his loyal and faithful service.

He was presented with an inscribed silver cigarette case by the president, Dr. J. D. Boswell, on behalf of the branch.

Earlier the chairman, Mr. H. E. Dodwell, said that the branch wanted to show its appreciation to Mr. Boswell, who was not only the oldest member of the branch but had been an active one since he first joined the association.

His attendance at meetings had been outstanding. He has been sick visitor for eleven years and no matter what the weather he had always called on sick members. "The branch feel that the time has come when we must ask our sick visitor to take things easy and only go out when time and weather permit," he added.

Thanking Mr. Boswell for all he had done, Mr. Dodwell said that they hoped he would have many more years of active service.

Mr. Boswell, who has been a member of the association for about twelve years, served in both world wars. In the last he was in the Patrol Service as a petty officer cook.

BURY

AT OUR last meeting we said goodbye to Shipmate George Smith, who with his family is emigrating to Canada. A founder member, and one of our auditors, he served the branch with enthusiasm and will be greatly missed. As a token of our appreciation the branch presented with a fountain pen.

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PURLEY AND DISTRICT

ANNUAL DINNER

THE MAIN event of the year as far as this branch is concerned was our Annual Dinner at the Rose and Crown Hotel, Kenley, on May 25. It was attended by fifty shipmates, their wives and guests. An apology was received from Rear-Admiral Figgins who was invited as our guest of honour but who was unable to attend owing to a previous engagement. His place was very ably taken by Mr. W. H. Gower, a member of the Executive Council and Chairman of No. 2 Area.

Our President (Cdr. J. Lees, O.B.E., R.N.V.R.), proposed the health of Her Majesty The Queen. The next toast was the Royal Naval Association which was proposed by the Branch Chairman, Shipmate Arthur Diprose. He said, amongst other things, that our association was passing through some very stormy waters, but he had no doubt we would in true Naval fashion master the elements and reach calmer water even stronger than before. Shipmate Doug Goodenough our branch Vice-Chairman then proposed the toast, The Purley and District Branch and made an appeal for more members to attend the branch meetings and take a more active part in branch affairs.

Guest of Honour

The final toast which was proposed by Shipmate Nick Carter, our branch treasurer and Standard bearer, was our "Guests of Honour." He said he felt sure he spoke for us all when he extended a hearty welcome to Mr. Gower and Mr. Asbury, No. 2 Area secretary and thanked them sincerely for travelling all the way from Chatham to be present. He next thanked Mr. G. G. Bradbury who represented the Kenley British Legion, for the many kindnesses they had shown us. In fact, the Legion was our home ground for darts and other social affairs. Others mentioned by name were our Branch Padre, the Rev. H. E. Whitlock, A.K.C., Lieut. Ingram of the Sea Cadet Corps and the grand old man of our branch, Mr. Fred Ghent.

Mr. Gower replied to this toast with a very witty speech which was very much enjoyed by all, particularly the joke that concluded it. His opening remark impressed us all, which was, "it was fitting that the dinner should take place so close to Empire Day because if it wasn't for the Navy there wouldn't be any Empire." The dinner and speeches over, the tables were cleared away and the evening continued with dancing and entertainment.

LONDON (CENTRAL)



THE ABOVE photograph shows some of the happy faces at the Central London Branch's (R.N.A.) annual dinner and dance, held at the Three Nuns Hotel, Aldgate, on May 25, 1957.

A very enjoyable evening was spent by some 150 members, relatives and friends, with everything going with a truly nautical flavour and swing (thanks to the White Ensign band).

To the committee, the organisers, and friends who gave of their services and time to make the evening such a resounding success—our warmest thanks—bless you.

EDGWARE

THE ANNUAL dinner of the branch took place on Saturday, May 18, at the Flying Eagle. The guests of honour were Sir Roy and Lady Gill, who are no strangers to Edgware. Messmate F. Marsten, vice-president, proposed the toast to the R.N.A. As a founder member he spoke of the early days when the R.N.A. was called the N.R.N.O.C.A. Sir Roy Gill responded and told a couple of his usual tales. The honorary secretary, G. W. Cook, toasted the branch, saying that last year was a bad time but he was pleased

to say that things looked a bit brighter so far this year, and he trusted that as the branch gets out of its teenage this year we may never look back. A pleasant surprise at the dinner was the arrival of an ex-member of the branch, Mr. McCaffey, and his wife, who were over here on a holiday from the U.S.A. After the dinner a coach load of members of the Battersea R.N.A. paid a visit, and the remainder of the evening was spent in having an enjoyable time as only sailors know. Then time to finish came only too soon.

HAVANT

ON MAY 28, a shipmate from Brighton and Hove called on Havant Branch. This was not an official meeting night, but all present enjoyed his visit and were interested to hear of activities in his branch.

They were very pleased to hear it announced at their meeting on June 4 that Mrs. A. M. Dodsworth, who is one of their associate members, had been elected chairman of the local urban district council.

A coachload from Havant Branch went to Twickenham on June 16 to attend the dedication of the new Standard of the Royal Naval Association Branch there. Amongst those who went was Shipmate H. P. Casey, who had been a member of the Twickenham Branch before moving to Havant.

At the conclusion of a very happy day, shipmates were taken to stopping places near their homes. Most of the praise for the Havant Branch trip on such a memorable day rightly went to their hon. social secretary, Mrs. V. Croft.

HORLEY

ON WHIT SUNDAY members of the Horley Branch made their annual journey to Chatham to attend the Jutland and Dunkirk Rally in very good weather. The coach left at 0900 and arrived at the Royal Sailors' Home Club at 1130. Lunch was served at the Home and was thoroughly enjoyed by all. It was learned with regret that this was the last time the amenities of the Home could be enjoyed as it was shortly closing down. The Rally took place in the R.N. Barracks, Chatham, with twenty-eight branches and standards present. The service took place in the R.N. Barracks Church of St. George and was conducted by the Very Rev. T. Crick, Chaplain, R.N.A., and Dean of Rochester, in the presence of the Commander-in-Chief The Nore, Admiral Sir Frederick R. Parham, who also read the lesson.

After the service the parade reformed and marched past the Commander-in-Chief, who afterwards inspected the branches, and talked to many present. After dispersal the Horley Branch returned to the Royal Sailors' Home for tea, and left Chatham at 7 p.m. for the homeward journey, which was very pleasant. Horley was reached at 11.30 p.m., after a most successful and enjoyable day.

NEWCASTLE AND GATESHEAD

THE NEWCASTLE and Gateshead Branch had representatives at the Durham Branch's dedication on May 26 and we offer our congratulations on a most moving and well-planned occasion. It has renewed our determination to procure a Standard of our own, and when we do, we will certainly attempt a similar ceremony.

We are pleased and proud to welcome two new shipmates, Capt. J. R. S. Haines, C.B.E., R.N., and Commodore R. L. H. Marsh, D.S.O., R.N. We also offer a warm welcome to Shipmate T. Cook who has transferred from Ashington Branch to ours. Our darts shield was again won by Shipmate Clasper, a feat which has become a habit of his. The dominoes was won by Shipmate Dixon. Our trip to Seahouses has been fixed for June 23, so by the time this is printed, it will be but a beautiful memory, but more about that in the next issue. We are sorry we are not selling other branches' raffle tickets sent to us, but we have difficulty in selling our own quota, so, no more wanted, please. Wishing all shipmates happy holidays and good weather.

TWICKENHAM

THE THAMES Valley was a scene of great activity on Sunday, June 16, when our old Standard was laid up in the parish church, and a new Standard dedicated.

The parade and march past was very impressive and was headed by the Bluejackets Band, Chatham Division, followed by thirty-six standards of the R.N.A. and eight standards of local organizations. Members of the St. John Ambulance Brigade, British Red Cross, T.S. "Willing" Sea Cadet Corps, and 267 Squadron, A.T.C. also took part.

The service was conducted by the Rev. W. J. Davies, M.A., Hon.C.F., Vicar of Twickenham and Honorary Branch Chaplain, in the presence of Captain G. G. Wilson, R.N., the Mayor of Twickenham (Councillor R. F. E. Howard Hodges, M.B.E., J.P.), Commodore Sir Roy Gill, K.B.E., R.N.R., R.D., and Mr. W. Palmer (President of the Twickenham Branch). Also among the large congregation were: the Deputy Mayor and Mayoress of Twickenham, Alderman and Councillors of the Borough, the Mayor and Mayoress of Barnes (Councillor W. R. Adams, J.P. and Mrs. Adams), the Deputy Mayor and Mayoress of Barnes, Captain J. T. Borrett, O.B.E., R.N. (Rtd.), members of the National Council R.N.A., Shipmate C. Wheeler, Shipmate W. A. Bates (chairman No. 1 Area), Commander A. W. Holmes (Secretary, Star and Garter Home, Richmond), Lieut. A. Jarrett (Wardmaster, Star and Garter Home, Richmond), Mrs. Wheeler (Chairman, Lest We Forget Association), Mrs. Album (Secretary, Lest We Forget Association) and Mr. W. Gould (Hampton Branch, R.N.A.).

March Past

After the service the salute at the march past was taken by Capt. G. G. Wilson, R.N., accompanied by the Mayor of Twickenham and the Mayor of Barnes.

Heading the march past was the No. 1 Area Standard, immediately followed by six shipmates, in their wheelchairs, from the Star and Garter Home, Richmond. They were piloted by six sea cadets, and how proud they looked to be included in such a parade.

The concluding item was the inspection by Captain G. G. Wilson, R.N., of the Sea Cadet Corps, and the trooping of the new Standard.

Tea was taken at St. Mary's Hall, and to finish off a perfect day, a social, get-together of "old ships" assembled at the "Crown," Twickenham.

The branch wishes to thank all shipmates and their friends for the kindness, generosity and support given, especially to branches outside the No. 1 Area, namely Dagenham, Dorking, Hastings, Havant, Kingston, Molesey, West Bromwich, Worthing, Purley, Farnham, Hersham and Walton, Bembridge, I.O.W.

Tribute should be paid to the ladies and helpers, and the working party of shipmates who so willingly cleared lower decks, a wonderful gesture and a true spirit of comradeship.

It was a great pleasure to have with us again our founder-member, Pat Casey, from Havant, and an old stalwart, now retired, Percy Thorne, from Wales.

In company with shipmates from the Dorking Branch the branch will be visiting Brighton on Sunday, July 14.

ROSYTH AND W. FIFE

THE MONTHLY meeting was held at Queen's Hotel, Inverkeithing, on Monday, June 17, presided over by A. G. Hawser, chairman.

In his opening remark he referred to the "Scran Bag" held on May 25, at which this branch realised a clear £21 and from this £10 is placed in an emergency fund and the remainder to the branch general fund. Special thanks for their untiring efforts was recorded to Shipmate J. Lewrie, organiser, Shipmates E. Whitwell, Troon and Brydon, also to Mrs. Whitwell who was on the clothing stall and the ladies committee.

Shipmate F. Pinder who had been "South" on duty reported on his visit to Ashford Branch where he received a hearty welcome and met some real staunch stanchions between the ages of seventy and ninety years.

On Saturday July 6, shipmates will be attending the opening ceremony of the R.N.A. Club and Branch Headquarters, Edinburgh. Also on July 6, Rosyth Branch will be taking part in Navy Day functions in Rosyth Dockyard.

ASHTON UNDER LYNE



R.N.A.S. Stretton's Bluejacket Band
(For story see Columns 4 and 5, Page 10)

Shipmate Lewrie has retired from office of social convener and it was unanimously agreed that Shipmate Whitwell should succeed him. The branch meetings are now suspended until the next meeting on October 14. The annual dinner will be held at Pittierly Golf Club on Wednesday, November 6.

On behalf of the branch we wish through the NAVY NEWS to extend to shipmates in Ashford a hearty thank you and a prosperous future.

WOOD GREEN AND SOUTHGATE

IT IS some time now since we appeared in NAVY NEWS but this branch is still an active one despite the many obstacles that befall us.

AS NAVY NEWS now covers all Commands of the Royal Navy it is hoped that serving personnel, and those about to leave the Service, who live in this district, will join us. We meet every Wednesday at 8.30 p.m. at our headquarters, The Nightingale Hotel, 349 High Road, Wood Green, N.22. This is only a few minutes from Wood Green station, on the Piccadilly line (bus 29 and trolleybuses 629 and 641 pass the door).

Naturally at this time of the year things are fairly quiet as far as branch activities are concerned. We enrolled one new member this month and another is about to join. It is hoped that in the autumn we will be able to resume a full programme of branch events which includes darts, social evenings and dances provided the necessary support is forthcoming.

All shipmates living in the district will be welcome on any Wednesday evening, or should contact me at 132 Powys Lane, Palmers Green, London, N.13.

ROYAL MARINES ASSOCIATION

AFFILIATION WITH R.N.A.

The Royal Marines Club, at 50 Eaton Place, closed on June 30, 1957, and as from that date the Royal Marines Association's Central Office will be closed for all business until it re-opens at 2 Lower Sloane Street (the Headquarters of the Royal Naval Association) on August 1, 1957.

Members of the Royal Marines Association are, on production of their membership card, eligible to use the Royal Naval Association Headquarters Club on the same terms as members of the Royal Naval Association.

Members of the Royal Marines Association are, from August 1, 1957, entitled to attend functions of the Royal Naval Association, in any part of the country, but they will not have voting rights at any branch meetings of the Royal Naval Association.

The affiliation, now effected, in no way entails the surrender of any identity and the two associations will retain their own individual names, status and administration as heretofore. Both associations will continue to operate under their own rules but the fact of both headquarters being under the same roof will facilitate co-operation in all matters of common interest.

The National Council of the Royal Naval Association hopes that all members of the Royal Naval Association will welcome, to their branches, any, or all, members of the Royal Marines Association and thus strengthen an alliance that offers appreciable advantages to both organisations in general and to all members individually.

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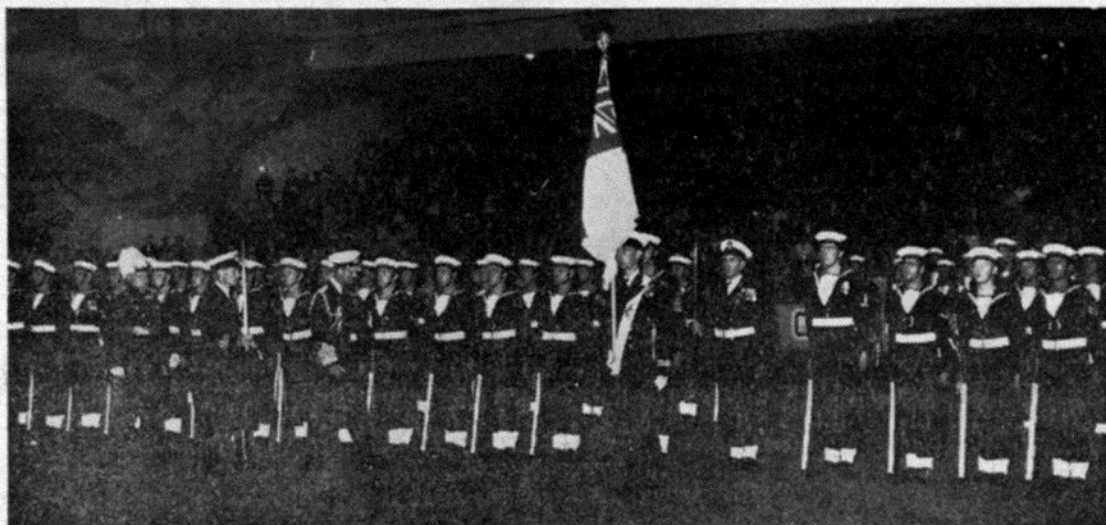


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ROYAL TOURNAMENT 1957

Three popular events



Inspection of H.M.S. Excellent's Royal Guard by H.R.H. The Duke of Edinburgh

AT THE Royal Tournament, 1957, the Royal Naval and Royal Marines contingent produced three of the 11 events. These were the Massed Bands of the Royal Marines, a Pageant of Naval Gunnery by H.M.S. Excellent and the traditional Field Gun Display and Competition.

The Massed Bands of the Royal Marines invariably provided the finale. The ceremony of Beating "Retreat," "Sunset," "Rule Britannia," and the Regimental March of the Royal Marines, "A Life on the Ocean Wave," were, of course, included, and these traditional items have not lost, nor will they ever lose, their power to move the public deeply.

The Pageant of Naval Gunnery traced the evolution of naval gunnery, from the old muzzle-loaders on the gun-deck of a line-of-battle ship of Nelson's day through the massive guns of two world wars, to the guided missile of today. Stirring scenes were re-enacted showing a gun action followed by the repelling of boarders in Nelson's

day (with whimsical flash-backs to the local tavern where the women wondered how it fared with their men-folk), and a night gun action during the Second World War in the course of which an enemy minelayer blew up, and its supporting forces were crippled. Finally, and most spectacularly, two model guided missiles were fired from a guided-missile cruiser on the arena floor, towards the deckhead of the arena, where they were fielded by the seaman acting as longstops; a short film was then shown depicting the launching of a guided missile from H.M.S. Girdle Ness. This was first achieved on 10th September, 1956. The pageant admirably underlined its main theme that to seek, burn and utterly to destroy the enemy, both at sea and in harbour, has long been, and will continue to be an overriding principle in the conduct of naval warfare, throughout our long history.

The Field Gun Display provided a sternly contested competition, and was a resounding success. Three crews

between them bettered the 1953 record for the course of 3 min. 21 4/5 sec., no fewer than seven times; at one stage, about two-thirds of the way through the competition, Chatham led on points but lagged on the aggregate. At the same time the Fleet Air Arm, Portsmouth and Devonport were breaking newly established records almost daily. Finally, after a series of brilliant runs, Portsmouth carried off all three cups, the Inter-Command Challenge Cup for the crew winning the most heats, the Aggregate Time Challenge Cup, and the Fastest Time Cup.

The Portsmouth Command Field Guns Crew also established a magnificent new record for the run of 3 min. 11 3/5 sec., no less than 10 1/5 sec. faster than Devonport's record-breaking run in 1953.

All in the Royal Naval and Royal Marines Contingent worked hard, played hard, and thoroughly enjoyed themselves at a most successful Royal Tournament.

Fencing

THE FENCING week at the Royal Tournament produced some keen bouts and a good standard of fencing. The Royal Navy and Royal Marines had various successes, as shown below:

Foil
1st, Sgt. R. A. C. Thompson, R.M. (R.M., Deal).
2nd, P.O. K. Pearson (H.M.S. St. Vincent).
7th, Sgt. L. J. Maker, R.M. (H.M.S. Thunderer).
8th, Cdr./Sgt. G. E. Thomas, R.M. (R.N. School of P.T.).

Epee
3rd, Sgt. R. A. C. Thompson, R.M. (R.M., Deal).
6th, Surg.-Lieut. D. R. B. Mends, R.N. (B.R.N.C., Dartmouth).
7th, Lieut.-Cdr. R. A. St. C. Sproul-Bolton, O.B.E., R.N. (H.M.S. Pembroke).

Sabre
1st, Sgt. R. A. C. Thompson, R.M. (R.M., Deal).
2nd, Sgt. L. J. Maker, R.M. (H.M.S. Thunderer).
4th, P.O. K. Pearson (H.M.S. St. Vincent).
5th, C.P.O. S. Johnson (H.M.S. Victory).
6th, Cdr./Sgt. G. E. Thomas, R.M. (R.N. School of P.T.).

Dismounted Champion-at-Arms
1st, Sgt. R. A. C. Thompson, R.M. (R.M., Deal).
Equal 2nd, P.O. K. Pearson (H.M.S. St. Vincent).
4th, Sgt. L. J. Maker, R.M. (H.M.S. Thunderer).

Foil and Sabre Unit Team Competition
1st, Depot Royal Marines, Deal.
3rd, R.N. Barracks, Portsmouth.

Cadets' Foil
2nd, Mid. J. Davies, R.N. (B.R.N.C., Dartmouth).
3rd, Mid. J. J. A. Collins, R.N. (H.M.S. Thunderer).
4th, Cadet R. C. Hastie, R.N.R. (Nautical College, Pangbourne).

Cadets' Sabre
1st, Cadet P. P. C. M. Belgeonne, R.N. (B.R.N.C., Dartmouth).
3rd, Cadet A. Fenwick-Wilson, R.N.R. (Nautical College, Pangbourne).
4th, Cadet R. Irwin, R.N.R. (Nautical College, Pangbourne).

Ladies' Foil
2nd, Third Officer R. D. Joll, W.R.N.S. (H.M.S. Seahawk).
3rd, Wren S. M. Brooks (H.M.S. Raleigh).

SPORTS

Home Air Command

Cricket

Twenty-four players presented themselves for the Home Air Command Trials on June 3 and it was soon obvious to the selectors that the batting was likely to be stronger than last year but that the bowling was a little thin. In the end this proved to be the case and resulted in sound batting and good fielding support for the bowling efforts of Inst.-Lieut. Beel in particular.

The game against United Services, Portsmouth, on June 5, was the first of the week and 168 runs proved to be too small a total against the early batting strength of U.S. Inst.-Lieut. Garner took nine wickets for U.S. and was never mastered in any way by the H.A.C. batting.

The perfect wicket at Aldershot provided a feast of runs on the next day. Aldershot Services batted first and scored 33 runs in the first three overs. Some degree of order was then restored but runs continued to come at a good pace and when Major Came declared their score was 263 for 6. It was a good declaration and H.A.C. batting took up the challenge. There was a stand of 154 between C.P.O. Chaplin of Culdrose and P.O. Farmer from Abbotsinch, which took the score to 185. Chaplin scored a splendid hard-hitting 113, the first century for H.A.C. for some years and Farmer took the eye with many beautiful off-drives in his 60. The middle batting continued to go after the runs, but lost too many wickets and eventually the ninth wicket pair had to play out the last two overs surrounded by some very close fieldsmen. The score at close of play was 241 for 8 wickets.

After such a good performance the batting in the match against the Royal Marines on the next day was very disappointing. Caught on a lively wicket they found some good bowling by Cpl. Fletcher too much for the type of stroke made at Aldershot. Only a good 25 not out by Inst.-Lieut. Beel and a steady 27 by A.A.2 Stuchbury allowed H.A.C. to reach 80. Despite steady bowling the Royal Marines achieved this score with relatively little difficulty.

Two Good Wins

The week ended with two good wins. Against the Hampshire Hogs, Inst.-Lieut. Beel bowled well to take 5 for 47 and, backed by good fielding and, especially, two good catches by P.O. Buxton, the Hogs were all out for 112. Once again the early batting failed but A.A.2 Stuchbury and P.O. Buxton took the score from 42 to 113 and the game was won by 6 wickets.

On Whit-Monday the H.A.C. team was put in to bat on a wet wicket, but, once again, A.A.2 Stuchbury, scoring his second 50 in two games, and P.O. Farmer (29), were supported by Inst.-Lieut. Beel and they managed to score 139 in fairly quick time. Eastbourne replied well at first and were 75 for 1 at tea, but Inst.-Lieut. Beel and L.A. Nightingale bowled with great fire after the interval and they were dismissed for 107. Inst.-Lieut. Beel bowled 21 overs to have 5 for 53 and L.A. Nightingale 16 for 5 for 43. Record: Played 5, Won 2, Drawn 1, Lost 2.

Best Batting: v. U.S. Portsmouth—P.O. Michell 32, A.A.2 Stuchbury 32; v. Aldershot Services—C.P.O. Chaplin 113, P.O. Farmer 60; v. Royal Marines—A.A.2 Stuchbury 27, Inst.-Lieut. Beel 24 not out; v. Hampshire Hogs—A.A.2 Stuchbury 51 not out, P.O. Buxton 24 not out; v. Eastbourne—A.A.2 Stuchbury 60, P.O. Farmer 29.

Bowling: v. U.S. Portsmouth—Inst.-Lieut. Beel 3 for 64; v. Aldershot Services—Inst.-Lieut. Beel 3 for 99, A.A.2 Stuchbury 2 for 140; v. Hampshire Hogs—Inst.-Lieut. Beel 5 for 74; v. Eastbourne—Inst.-Lieut. Beel 5 for 53, L.A. Nightingale 5 for 43.

In the course of the week the team was captained by Inst.-Lieut.-Cdr. Wren (Ford) or Inst.-Lieut.-Cdr. Alcock (Daedalus) and the following played: Lieut.-Cdr. Walsh (Daedalus), Inst.-Lieut. Beel (Daedalus), Inst.-Lieut. Tomkin (Bramcote), Inst.-Lieut. Kidd (Arbroath), Mid. Snell (Yeovilton), A.A.2 Stuchbury (Ariel), C.P.O. Chaplin (Culdrose), P.O. Farmer (Abbotsinch), P.O. Buxton (Bramcote), P.O. Cheetham (Abbotsinch), P.O. Michell (Daedalus), L.A. Nightingale (Boscombe Down), N.A. Robson (Daedalus).

Lawn Tennis

The Home Air Command Tournament was held at Alverstoke Lawn Tennis Club on Thursday, June 13, and Friday, June 14. The entry was smaller than expected but it was satisfying to note that some of the more remote stations were well represented. In the Peewit Trophy (officers) the holder (Inst./Lieut. Bruce), having since been transferred to Portsmouth, was ineligible to play; the competition for the Hummingbird Trophy (Ratings) included the holder, L.S.A. Gundry, who retained his title.

Thursday was a perfect day for tennis and the tournament was quickly under way on the fast, true courts at this delightful club: by the afternoon the finalists in each section had fought their various ways through the preliminary rounds and only N.A. Lawrence (Abbotsinch) had any difficulty in winning his semi-final. He had a one and a half hours' match with R.E.A. Lucas (Ariel) before his superior stroke-play saw him through by 5-7, 6-2, 7-5.

On Friday, the finals were somewhat spoiled by a strong, gusty wind which had all the players in difficulty. In the Ratings Final, the greater control of L.S.A. Gundry (Yeovilton) seemed to be giving him an easy victory but Lawrence rallied, won five consecutive games and levelled the match. This took toll of him, however, and Gundry ran through the final set and held his title by 6-2, 5-7, 6-2. In the Officers' Final, both Sub.-Lieut. Barker (Abbotsinch) and Inst.-Lieut. Young (Arbroath) adjusted their games to suit the conditions and a good match resulted. In the high wind service mattered little and the scores were level until 7—all, after which Young showed more control at vital points to take the set at 9-7. In the second set both players were tired and Young soon held a 4-2 lead. Barker, however, hit his way back to 4-5 but thereupon lost his own service. Young's steadier game under the adverse circumstances allowed him to win by 9-7, 6-4. The following have been selected to represent the H.A.C. in the Inter-Command Championships this month: Inst.-Lieut. Young (Arbroath), Sub.-Lieut. Barker (Abbotsinch), Sub./Lieut. Heaton (Stretton), R.E.A. Lucas (Ariel), L.S.A. Gundry (Yeovilton), N.A. Lawrence (Abbotsinch), S.A.(V) Fairley (Culdrose).

Athletics

WITH PHASES I and II of the Inter-Departmental Athletic Competition completed and nearly four months' training to their credit, station athletes should be at their peak of fitness and raring to break all records at the Home Air Command Championships which are to be held at the Sports Centre, Southampton, on Wednesday, July 3. Then, having lost the Inter-Command Trophy to Portsmouth by a very narrow margin of only eight points last year, it goes without saying that, this year, Air Command aims to produce a team that will bring this much coveted trophy to roost on the other side of Portsmouth Harbour.

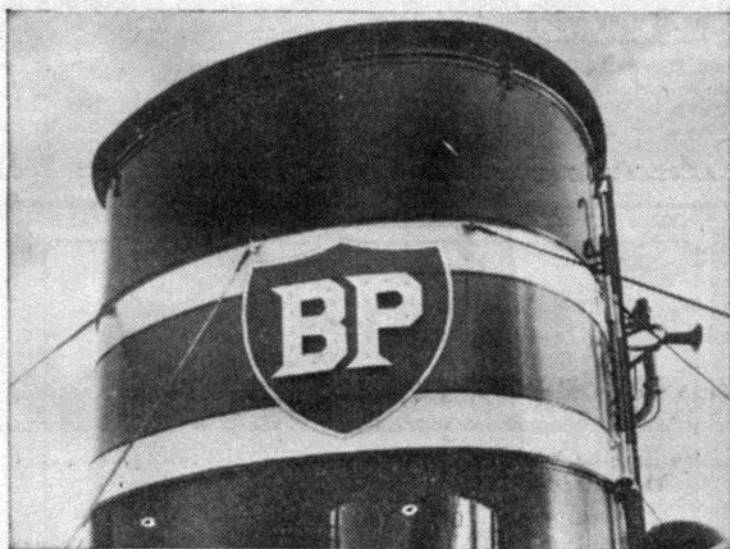
Of various competitions held up to the present, excellent times and distances have been achieved by members of the Air Command. L.R.E.M. Boyes, running for the R.N.A.C.(S) in a match against a very strong German team, came first in the 440 yards in a time of 50.4 secs. (which is 4 secs. faster than the existing R.N. record) and has since turned in a time of 49.9 secs. in the recent Inter-Counties match. Also at this meeting R.E.L. Moorhead ran a fast mile to finish first in 4 mins. 20 secs. against strong opposition; with athletes of this standard it speaks fair for our chances.

Inter-Service Marathon

THE INTER-SERVICE marathon race was run in conjunction with the Polytechnic marathon from Windsor to Chiswick on Saturday, June 15, 1957.

The day was extremely hot and conditions were all against fast times, as evidenced by the fact that the winner failed to qualify for an A.A.A. standard medal, whereas last year forty-four runners qualified for the medal.

The sole Royal Navy entrant, E. A. Joyce ran extremely well to finish 22nd in a field of 144.



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SPORTS PAGE

(Continued from page 14)

HOME FLEET

IT WAS not possible to hold any Fleet sport during the first part of the cruise, as all energies were being put towards the preparations for the visit of Her Majesty The Queen to the Fleet. That Operation "Steadfast" went so well and was such a memorable occasion was due to this early planning and fine weather.

On completion of Operation "Steadfast" the Fleet split up and those ships that returned to Rosyth were able to arrange some sporting activities.

The flagship, H.M.S. Maidstone, played off the final of her inter-part soccer competition, which was won by the Commander-in-Chief's staff after a replay.

A Fleet golf team lost to R.N. Rosyth in a 36-hole singles and four-somes match at Muirfield by 6 matches to 9; played in a stiff wind, conditions were not easy on this excellent course.

In a cricket match *versus* U.S. Rosyth, a Fleet eleven just lost an exciting finish in the last over, the Home Fleet declaring at 149 for 5 wickets and Rosyth, after a very slow beginning, reached 150 for 4. The batsmen, of whom Lieut.-Cdr. M. Ainsworth with 94 not out for Home Fleet and Vernon 53 for Rosyth, were never in much trouble on a really good wicket prepared by Mr. MacDonald the groundsman.

The flagship also held an inter-part athletics meeting, for which there was a good entry, but owing to a very cold wind was not strongly supported by spectators. The Commander-in-Chief's staff team, under the leadership of C.P.O. Champion, S.P.T.I., were comfortable winners.

During June the Fleet are engaged on foreign visits, and H.M. ships Maidstone, Agincourt, Clarion, the submarines Tabard, Subtle and Scorch, and R.F.A. Tidereach, visited Stockholm from June 11-18.

During the visit, which was blessed throughout by glorious weather, a very full sporting programme was enjoyed. Two soccer, rugby and golf matches were played, and one cricket, tennis, squash and shooting match. Everyone who took part enjoyed both the friendly atmosphere of the games and the more than generous hospitality afterwards.

The Fleet reassemble at Rosyth during the first week of July, when it is intended to hold the Home Fleet sailing regatta, foursomes golf championship, swimming and water polo championships, with eight units taking part.

CYCLING

THERE MUST be something in the Scottish air that develops good racing cyclists because in 1956 a team from H.M.S. Caledonia helped Nore to win the Inter-Command Trophy and now again, in 1957, R.N. Air Station, Lossiemouth, produced three riders who were placed in nearly every event. At the final reckoning the Home Air Command, with 23 points, were well clear of Portsmouth, who scored 10, Chatham 6 and Plymouth's sole representative 3.

Lec-on-Solent was the venue for the massed start race. Twenty laps of the perimeter track sorted out the fit from the not so fit and the time of 2 hrs. 9 mins. 16 secs. for the fifty miles was one of the fastest ever recorded. R.A.E.4 Bunyan (H.M.S. Collingwood) and N.A. Ibbotson (Lossiemouth) gradually wore down the opposition to finish first and second just ahead of S.C.P.O.(S) Clarke (751 Squadron), who was unlucky enough to derail his chain and was forced to ride thirteen laps on his own in pursuit of the leaders. N.A. Lamb rode well to finish fourth and complete the

Home Air Command team, who won the team award.

Unfortunately, R.A.E.4 Bunyan was unable to ride at the track events and thus the way was open for N.A. Lamb (Lossiemouth) to surprise everybody by winning the individual sprint and take third place in both the individual pursuit and the three-mile point-to-point, helped by a second place in the individual pursuit by S.C.P.O.(S) Clarke and a walk-over in the team pursuit when none of the other commands could produce a team. Home Air Command took the major points. E.R.A. Apprentice Warner (H.M.S. Caledonia) rode well to win both the individual pursuit and the three-mile point-to-point.

The fifty-mile time trial was run off in a nasty rainstorm, though this didn't prevent P.O./Wtr. Standen providing the shock of the morning by covering the distance in the fast time of 2 hrs. 13 mins. N.A. Lamb did not allow his track exertions to slow him down and finished a creditable second in 2 hrs. 17 mins. 34 secs. E.R.A. Apprentice Warner, in 2 hrs. 19 mins. 57 secs., was third. In spite of N.A. Ibbotson crashing on the way to the start and S.C.P.O.(S) Clarke puncturing at thirty-five miles, the Home Air Command team of N.A. Lamb, N.A. Normanshire (Lossiemouth) and N.A. Morris (Yeovilton) was too good for the rest and easily won the team award.

SAILING

SEE HEXE TOOK part in the Royal Ocean Racing Club's Southsea to Harwich race, which started on May 24. After twenty-four hours of hard easterly weather, it was considered prudent to give up (somewhere off Beachy Head), as did fourteen other yachts out of the seventeen starters.

Sea Swallow left the Solent for the west and north at the beginning of the month. She spent a few days at Portland for the benefit of the yachtsmen at R.N. Air Station, Yeovilton. At Whitsun, she moved on to Dartmouth and appeared at the R.N.S.A. Yacht Rally there. After a few days at Falmouth, where full value from her was obtained by the R.N. Air Station, Culdrose, she left for the Clyde. Here she will be sailed by the northern Naval air stations until she returns to the Solent for Cowes Week.

The end of Wal's refit is now in sight and it is confidently expected that she also will have arrived in the Clyde area before this appears in print.

Dinghy Racing

A series of team races in Service dinghies was arranged at Portsmouth for the week-end of May 24/25 between teams representing southern and western Naval air stations. Conditions, however, were so severe that the

SWIMMING

THIS SEASON the Portsmouth Command Swimming Club was formed and is now flourishing under the supervision of P.O. Ogden—an A.S.A. national coach.

Daily facilities for training are now at the disposal of all who are interested in this activity (men and women) and already the club has a membership of more than twenty keen swimmers. The drive is on to encourage more recruits in order that the Command may produce strong teams to compete in the many fixtures throughout the season.

Once again, after a long lapse, the club will be competing against Jersey Swimming Club this year. This should prove valuable in many ways to those making the trip over the week-end of July 12 to 14.

race on Saturday had to be abandoned shortly after the start and that arranged for the Sunday could not even be started.

The sail stretching of the four Nuffield Fireflies held by Stretton is now complete and the boats are actively sailing and racing on Budworth Mere. The other four Fireflies have now been delivered to Lee-on-Solent and are being sailed in the Hamble River.

CRICKET

ROYAL NAVY v. SUSSEX AT HOVE

June 6 and 7, 1957

Sussex: 276 (Lenham 85, Healey 6 for 114) and 101 for 1 wkt. dec. (Suttle 57 not out).

Royal Navy: 177 for 9 dec. (Brown 55, Bell 4 for 51) and 131 (Brown 45, Suttle 5 for 23).

SUSSEX WON the toss and batted first. The Royal Navy started off very well, getting four of their wickets for 59 in the first hour and twenty minutes. Lenham, who finally made 85, was dropped off Martin in the fourth over at backward short leg when his score was 2. By lunch time the score was 96 for 4. Healey and Martin bowled for just over an hour for 2 for 25 and 1 for 18, respectively. Brown and Stevens then took over and Stevens in his first spell of ten overs took 1 for 4. He managed to get sufficient turn on the ball to keep the batsmen guessing, and his length and direction were first class.

After lunch the batsmen attacked with greater resolution and Stevens was the only bowler who could keep them reasonably quiet. White made a brilliant catch at gully and Sussex were all out at 4.10 p.m.

The Royal Navy scored 55 in the first hour of their innings before a wicket fell. Brown and Clarke both batted confidently, but as soon as the slow bowlers came on the scoring rate dropped to a crawl. The pitch was not difficult but the bowling was accurate. The last wicket put on 30 and thereby avoided the follow-on. The Royal Navy declared at this point, having used one hour of the second day's play.

In their second innings Sussex went for the runs from the start but the Royal Navy had high hopes when the first wicket fell with the total at 9. However, no further wickets fell before they reached 101 for 1 at lunch-time and very sportingly declared, leaving the Royal Navy three and a half hours to get 201 runs or get out. Martin and Stevens were the only bowlers to keep the scoring rate within reasonable proportions. White's catch, again at gully, was brilliant. The Royal Navy again started well, the first wicket putting on 70 in an hour and a quarter. At this stage we were satisfactorily up with the clock. Then came the slump. In nearly every case the batsmen were foolish rather than the bowlers having been clever.

We finally lost by 69 runs, twenty minutes before stumps were due to be drawn.



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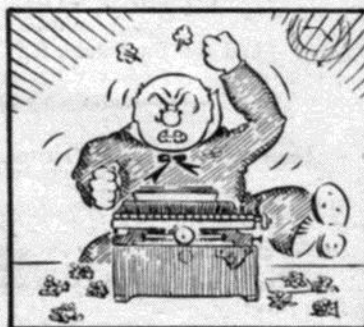
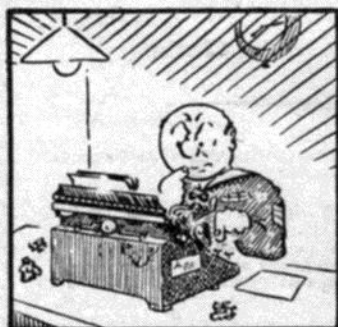
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